

ATTACHMENT B

CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

DOT Case No. CEN 10-5270
NBC Universal Evolution Plan

Date: August 13, 2012

To: Jon Foreman, Senior City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation



Subject: TRAFFIC ASSESSMENT OF ALTERNATIVE 10 OF THE NBC UNIVERSAL EVOLUTION PLAN PROJECT (EIR NO. ENV 2007-07-1036)

On April 2, 2010, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the proposed NBC Universal Evolution Plan project located within the 391-acre Universal City property. However, in response to public comments submitted on the project's Draft Environmental Impact Report, the applicant has presented a new "no residential" alternative that is of reduced density and considered environmentally superior as it is estimated to result in 35% fewer afternoon peak hour vehicle trips compared to the project that was the subject of DOT's original report. The applicant has submitted a new traffic study to reflect the changes resulting from the new scenario (Alternative 10). Therefore, DOT submits this traffic impact assessment report for Alternative 10.

DOT has reviewed the traffic analysis dated August 2012, prepared by the applicant's traffic engineering consultant team of Gibson Transportation Consulting, Inc. and Raju Associates, Inc., for Alternative 10 of the NBC Universal Evolution Plan project. The project, located within the 391-acre Universal City property, proposes additions to the existing studio, theme park, retail and entertainment uses, and the addition of new hotel uses. Alternative 10 represents a substantial reduction in the overall density of the proposed project that was the subject of a traffic impact study dated March 2010. Alternative 10 would eliminate the proposed 2,937 residential units and 180,000 square feet of neighborhood retail, while increasing the area for studio office, entertainment space and hotels. The Alternative 10 project involves the net increase of approximately 2.68 million square-feet of new commercial development, including additional retail space within Universal CityWalk, expansion of the Universal Studios Theme Park, two 500-room hotels and additional studio and office space. This includes approximately 3.25 million square-feet of new development and the demolition of approximately 585,000 square-feet of existing uses. A detailed breakdown of the project components is listed in **Attachment A**.

The project site, which is illustrated in **Attachment B**, is divided into the following three development subareas for planning purposes:

- Studio/Business Areas West - includes the offices and related structures located on the western portion of the project site fronting Lankershim Boulevard
- Studio/Business Areas East and Back Lot Area - includes the studio offices and production facilities for movie, television and commercial production located along part of the northern portion of the project site adjacent to the Los Angeles River Flood Control Channel

- Entertainment Area - includes the Universal Studios Hollywood theme park, Universal CityWalk and related uses located in the center and southern portion of the project site

The project is expected to be built over various phases, with the project buildout completed by year 2030. The following report summarizes the assumptions used to prepare the traffic impact analysis, the anticipated significant project traffic impacts, and the recommended transportation mitigation plan to offset the impacts. This report represents DOT's revised assessment of the project's traffic impacts as reflected in Alternative 10. Revisions or amendments to this letter may follow as the project proceeds through the environmental review and certification process, or if any further revisions to the project are proposed.

I. TRAFFIC IMPACT ANALYSIS

The transportation analysis adequately addresses the traffic impacts of the project. The study describes a comprehensive set of transportation mitigation measures deemed necessary to fully or partially mitigate the project's significant traffic impacts.

A. Study Area

In preparing the traffic impact analysis, 164 intersections were identified for detailed analysis. Of these intersections studied, 96 are entirely within the City of Los Angeles, 28 are within the City of Burbank, and four are within the City of West Hollywood. There are 36 intersections that are under the shared jurisdiction of the City of Los Angeles and another agency, including the freeway ramp intersections that are under the joint jurisdiction with Caltrans. The study intersections are generally located within the area bounded by Buena Vista Street in the City of Burbank to the east, Burbank Boulevard to the north, Sepulveda Boulevard to the west, and Santa Monica Boulevard to the south. The study area is illustrated in **Attachment C** and was examined to ensure that all potential project impacts are appropriately evaluated. **Attachment D** lists all of the 164 study intersections and identifies the agency with jurisdiction over each intersection. Of these intersections, 148 are signalized intersections under future conditions that were evaluated for potential project impacts. The remaining 16 unsignalized intersections were individually analyzed solely to evaluate if a new traffic signal is warranted.

B. Trip Generation

The Alternative 10 project is estimated to generate a net increase of approximately 2,241 trips during the a.m. peak hour, 2,197 trips during the p.m. peak hour, and 23,601 trips on a typical weekday (see **Attachment E**). As shown in Attachment E, the trip generation estimates for Alternative 10 are significantly lower than the trip generation for the project alternative evaluated in the traffic study dated March 2010. It should be noted that the trip generation figures are conservative estimates that do not include any trip reductions that are typical of mixed-use developments and of projects within close proximity of a Metro transit station. DOT's traffic study guidelines allow projects to reduce their total trip generation to account for likely transit usage to and from the site, and for the internal-trip making opportunities that

are afforded by mixed-use projects. Since the project is located across the street from a Metro Red Line station and bus transfer facility, a trip reduction of the project's total trip generation rate to account for the use of transit to and from the site is acceptable.

The source of the trip generation rates used for the office, retail, and hotel land uses is the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 7th Edition." However, since the proposed studio-related and theme park uses are unique and are not characterized in the ITE handbook, empirical data from the project site and from other similar studio uses were evaluated. Traffic surveys of the studio-related uses in the existing NBC/Universal campus were used to validate these special use trip generation rates.

C. Travel Demand Simulation Model

A traffic forecasting model was developed to forecast future traffic volumes and to estimate the expected distribution of the project's traffic. The model for the traffic impact analysis was developed using the 2004 Regional Transportation Plan travel demand model prepared by the Southern California Association of Governments (SCAG) as the base. Enhancements and refinements to the SCAG model were necessary to add the detail needed in preparing an intersection-level traffic impact analysis for this project. The enhancements included expanding the SCAG roadway network to include additional nodes (intersections), links (roadways), and traffic analysis zones (TAZ). Also, the SCAG network was updated to reflect the current number of lanes, link capacities and link speeds. The traffic model for the project was calibrated consistent with DOT guidelines, which require the model results for link volumes in the existing conditions scenario to be reasonably comparable to actual observed roadway counts. Then, using SCAG socioeconomic forecasts, and the estimated traffic and travel patterns of the 256 related projects in the area (including the previously proposed Metro Universal project), the model was used to simulate future traffic demands for year 2030.

D. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. DOT has determined that, before accounting for the trip reduction benefits afforded to projects adjacent to Metro Line stations, of the 148 signalized intersections studied, the project would result in significant traffic impacts at 60 intersections with TDM before mitigation. The proposed transportation mitigation program (discussed in the next section) is expected to fully or partially mitigate these project impacts. However, the remaining impact at four intersections would be considered significant and unmitigated after implementation of the proposed mitigation program. The intersections expected to experience unmitigated impacts during one or both of the peak commute hours are:

1. US-101 Northbound Ramps / Campo de Cahuenga Way (p.m. peak hour)
2. Cahuenga Boulevard / Moorpark Street (both peak hours)
3. Lankershim Boulevard / Main Street (p.m. peak hour)
4. Lankershim Boulevard / Campo de Cahuenga Way / Universal Hollywood Drive (a.m. peak hour)

Of these four intersections, two are expected to operate at a level-of-service (LOS) of C or better after build-out of the project, and two are adjacent to the project site. **Attachment F1** summarizes the morning and afternoon peak hour LOS calculated for the 148 signalized study intersections for the different scenarios and indicates the extent of the project-related traffic impacts. Similarly, **Attachment F2** summarizes the LOS for the 16 stop-controlled intersections. To address project impacts, a comprehensive set of transportation improvements is necessary to fully or partially mitigate these anticipated impacts. The results of the proposed transportation mitigation measures are also shown on Attachment F1, which summarizes the benefit of the improvements in terms of V/C ratio at the study intersections.

F. Shared Mitigation

Consistent with DOT policies, the cost of traffic mitigation measures can be shared between two or more development projects, provided that the mitigation can fully or partially mitigate the combined impact of these projects. This would be applicable in those cases where there are other proposed developments in the vicinity that may also contribute toward the cost of the improvement.

II. PROJECT TRANSPORTATION MITIGATION PROGRAM

Sustainability, smart growth and the reduction of greenhouse gas emissions have become prime concerns for the City in addition to traditional mobility considerations. Therefore, under the direction of DOT, the mitigation program was designed to first focus on providing project employees and visitors with usable and accessible transit options, and on developing an aggressive trip reduction program. A clear goal of the project's transportation mitigation plan is to implement enhancements and strategies that reduce the number of project-generated vehicle trips and that make the use of transit a convenient, reliable and cost-effective option for project visitors. However, freeway, street and intersection improvements to enhance mobility and remove bottlenecks were also evaluated and, if feasible, are included in the mitigation program. A comprehensive mitigation program has been developed for the Alternative 10 project that includes the following major elements: trip reduction program, transit system enhancements, freeway improvements, traffic signal system upgrades, intersection upgrades and improvements, and neighborhood traffic management measures.

Several physical traffic mitigation improvement options at the impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, in some cases, no feasible mitigations were identified due to the constraints of the existing physical conditions. Also, for other locations, street widening was not an option due to right-of-way constraints or it was not considered practical nor desirable to widen the street at the expense of reduced

sidewalk widths. In other cases, traffic flow improvements that required the removal of on-street parking along a roadway with a high demand for parking were not recommended. The recommended traffic mitigation program includes the following improvements to be implemented in accordance with the Transportation Improvement Phasing Plan:

A. Transportation Demand Management (TDM) Program

The purpose of implementing a TDM program is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool, bus, or rail. To minimize external trips, the project should be designed to provide patrons with viable and convenient options that include high quality and convenient transit service. Through thoughtful building design and orientation, the project should provide a pedestrian-friendly environment, promote non-automobile travel and implement an aggressive trip-reduction program. Also, given the amount of transit services provided in the area and that the project is proposed across the street from an existing Metro Red Line station and bus terminal facility, there is an inherent incentive for project employees and visitors to search for alternative commute options other than driving. Additionally, developing a mixed-use project can aid in the effort of minimizing off-site traffic impacts and encouraging more internal trips by providing project tenants, employees and visitors with the necessary resources for shopping, entertainment, day care, and employment within a single community. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, to substantially reduce SOV trips to the project, a transit-friendly project with safe and walkable sidewalks should be included in the overall design of this mixed-use project.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- flexible & alternative work schedules and telecommuting programs
- internal mobility and support for first and last mile connections (see shuttle system program discussed below)
- bicycle and pedestrian-friendly environment
- bicycle amenities like racks and showers for employees
- convenient and secure pedestrian, shuttle and/or bicycle connections linking the Project Area to transit via walkways, paths, or paseos
- education and information on alternative transportation modes
- transportation information center
- join or create a Transportation Management Association (TMA) or Transportation Management Organization (TMO)
- on-site shared ("flex") cars
- pursuant to Internal Revenue Code Section 132(f), information should be provided to employees regarding pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees
- a guaranteed ride home program

- discounted monthly or annual transit passes provided to all eligible project employees
- contribute a one-time fixed-fee of **\$500,000** to be deposited into the City's Bicycle Plan Trust Fund that is currently being established (CF 10-2385-S5). These funds would be used by DOT to implement bicycle improvements within the project vicinity.

The TMA or TMO for this project would promote non-traditional travel alternatives and would educate project employees and patrons of the available trip-reduction services provided in the TDM plan. Specific components of the TMA may include, but not be limited to, the following:

- rideshare matching
- administrative support for formation of carpools/vanpools
- bike and walk to work promotions
- emergency rides home
- preferential loading/unloading for ridesharers
- transportation information center, which would provide a centrally-located commuter information center that allows employees to obtain information on ridesharing, telecommuting, transit schedules, bicycle plans, flex cars, etc.
- monitoring and reporting on the effectiveness of different TDM measures

B. Transit Enhancements

A major component of the transportation mitigation program is to enhance and expand the area's transit system by augmenting existing regional transit service, and by providing a new demand-responsive, fixed-route shuttle system. The following enhancements are proposed:

1. **Transit System Upgrades**

The traffic analysis included a review of the existing and future transit system serving the project study area. Passenger boarding and alighting information was collected for the transit lines currently servicing the project vicinity to determine where the need for additional buses or enhanced service exists. Metro Local 150/240 and Metro Rapid 750 travel along Ventura Boulevard and serve the project site. Based on a review of the boarding information, Metro Rapid 750 currently exceeds the seated capacity in the peak direction during most of the peak commute period. Given the number of project trips expected along Ventura Boulevard, the current ridership demands and capacity deficiency on the Metro lines along this corridor, the applicant proposes to provide one additional articulated bus, to be operated by Metro, to supplement the Metro Rapid Line 750 service along Ventura Boulevard.

This proposal is acceptable to DOT; however, the applicant shall contribute towards net operations and maintenance (O&M) costs for the new bus during peak commute hours (7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.) for the first three years. To ensure continued operations, the project shall compensate for the unsubsidized portion of these costs for an

additional seven years. Farebox revenues and state/ federal transit subsidies shall be credited against O&M costs. The applicant shall work with Metro to ensure that this enhanced service is provided in a timely manner consistent with the traffic mitigation phasing plan. The applicant shall record a covenant and agreement, to the satisfaction of DOT, to guarantee the provisions of this transit improvement.

2. **Shuttle System**

The traffic study proposes to provide a demand-responsive shuttle system that provides viable and convenient transit options for Project visitors, employees, and the surrounding community. This system will focus on providing connections to key destinations such as the Universal City Metro Red Line station, downtown Burbank, Burbank Media District, CityWalk, and other nearby destinations. Connections to regional transit service shall be provided at the Universal City Metro Red Line station and the Downtown Burbank Metrolink station. The shuttle system is expected to provide approximately 15 minute headways during the morning and afternoon peak hours and 30 minute headways during off-peak daytime and early evening hours. This shuttle system will consist of the following key features:

a. Business Area East Shuttle

This shuttle would travel from the Universal City Metro Red Line station to Lakeside Plaza Drive area providing the employees in the Business Area East with a connection to the Universal City Metro Red Line station. From the Metro Red Line station, the shuttle is expected to travel along Lankershim Boulevard, Cahuenga Boulevard West, and Barham Boulevard to reach Lakeside Plaza Drive, then the shuttle would travel along Pass Avenue to connect with the Burbank Shuttle.

b. Downtown Burbank Shuttle

This shuttle from the Universal City Metro Red Line Station to the city of Burbank would provide a connection from the project site to the Downtown Burbank Metrolink station and to the Burbank Media District. The shuttle is expected to travel along Lankershim Boulevard, Riverside Drive and Olive Avenue. The final configuration of this shuttle would also be subject to review and approval by the City of Burbank.

c. Specially Equipped Shuttles

The shuttles, which will be low or zero emission vehicles, shall be equipped with GPS (global positioning system) or other vehicle tracking system devices and communications systems in order to be able to provide "Next Bus" locational and status information.

d. Real-Time Information

Information on shuttle location and status shall be available over the Internet and at bus shelters using "next bus" technologies.

e. Bus Call Capability

Patrons at bus stops outside of the project site along the routes shall have the ability to call for the shuttle from a designated shuttle stop. Upon doing so, information on the status of the bus and the anticipated wait time would then be given to the patron.

f. Bus Shelters

All stops for the shuttle system within or adjacent to the Project Area should include shelters, benches, shaded sidewalks, street lighting, ADA accessibility and pedestrian amenities.

The proposed Shuttle System program is acceptable to DOT; however, the program should be guaranteed for 20 years. The applicant shall work with DOT, Metro and neighboring cities when developing the final shuttle routes and stop locations prior to implementation of the shuttle program. Also, to maximize the benefits of the shuttle program, the routes, stops, headways and hours of operation should be revisited periodically after deployment of the shuttle program to determine if the program can be improved consistent with the financial commitment guaranteed by the Applicant for 20 years. The applicant shall work with DOT to ensure that this enhanced service is provided in a timely manner consistent with the traffic mitigation phasing plan. The applicant shall record a covenant and agreement, to the satisfaction of DOT, to guarantee the provisions of the Shuttle System. Together with the TDM program, the provision of the Shuttle System program can effectively reduce the number of SOV trips related to both the Project and neighboring communities by providing other viable and convenient travel options.

C. Freeway Interchange Improvements

The applicant has met and consulted with staff from DOT and Caltrans' District 7 regarding the design and feasibility of freeway system improvements. The project would construct a new on-ramp from Universal Studios Boulevard to the southbound US-101 freeway, and would modify the interchange at the US-101 freeway at Universal Terrace Parkway (Campo de Cahuenga Way). In accordance with the traffic mitigation plan for Alternative 10, the applicant should enter into a Highway Improvement Agreement with Caltrans that ensures the applicant's involvement in the design, funding and timely completion of these improvements.

Also, in the event these proposed freeway improvements become infeasible or are not approved by Caltrans, substitute mitigation measures shall be provided subject to approval by DOT or Caltrans, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant impact. DOT recommends that the applicant be required to construct the following freeway improvements:

1. **US-101 Southbound On-Ramp at Universal Studios Boulevard**

The Project proposes to build a new southbound on-ramp to the US-101 Freeway from Universal Studios Boulevard. Direct access to this ramp would be provided from the Entertainment Area via the intersection of Buddy Holly Drive and Universal Studio Boulevard. Providing this connection is expected to relieve congestion on Cahuenga Boulevard West and at the US-101 southbound ramps from Cahuenga Boulevard. This proposed improvement is illustrated in Figure 49 of the original traffic study dated March 2010.

2. **US-101 Freeway / Universal Terrace Parkway (Campo de Cahuenga Way) Interchange**

The Project proposes to improve the operation of the US-101 Freeway interchange at Universal Terrace Parkway by constructing new southbound ramps and redesigning the existing northbound off-ramp. This improvement would provide direct access to the Project Site and the Universal City area. The enhanced interchange is expected to reduce traffic congestion on Ventura Boulevard, Lankershim Boulevard, Cahuenga Boulevard, and the US-101 southbound ramps at Regal Place by allowing southbound traffic to use the US-101 interchange at Universal Terrace Parkway. The major components of this interchange improvement are illustrated in Figure 50 of the original traffic study dated March 2010.

The applicant has met and consulted with staff from Caltrans' District 7 regarding the design and feasibility of this interchange improvement. A Project Study Report (PSR) required by Caltrans that evaluates the feasibility and cost of this improvement and other interchange alternatives was completed and approved by Caltrans in March 2009. While DOT supports this interchange improvement as currently proposed, it should be noted that during the Project Report process led by Caltrans, additional alternatives will be evaluated. DOT would be supportive of another alternative if it is demonstrated that it provides similar or enhanced benefit and if it is environmentally equal or superior to the current proposal.

D. **Freeway Mainline Improvements**

According to the traffic study, which includes a freeway impact analysis, Alternative 10 is expected to result in significant traffic impacts on the freeway system. The applicant has worked with Caltrans' District 7 staff to identify a set of potential freeway mainline improvements to off-set these impacts and to address existing deficient traffic conditions. To mitigate impacts on the freeway system, Caltrans typically requires a fair-share contribution toward specific mainline improvements. Caltrans staff will lead this effort and will determine the required freeway mitigations or fair-share financial requirements for this Project. It is expected that the applicant will continue to work with Caltrans to explore alternatives, to evaluate the feasibility of each proposal, to prepare design plans and to prepare any necessary environmental documents.

To be conservative and since alternatives are still being evaluated, the traffic impact analysis did not include any mitigation credit that would result from freeway mainline improvements. The applicant should continue to work with Caltrans to develop meaningful freeway enhancements that can serve to alleviate commuter congestion. Consideration of improvements to the US-101 freeway adjacent to the Project site should also include the improvement of the Barham Boulevard bridge over the freeway. This is a chronic bottleneck location and should be included in any regional improvement program for this area.

E. Roadway Improvements

The Project proposes key roadway improvements needed to address the expected traffic demands resulting from the Project. For these proposed improvements, the final determination on the feasibility of street widenings and of narrowing of sidewalk widths shall be made by the Department of Public Works, Bureau of Engineering. The following roadway improvements are proposed:

1. **Barham Boulevard Corridor Improvements**

Barham Boulevard currently carries two lanes in each direction from Forest Lawn Drive/Lakeside Plaza Drive to Buddy Holly Drive/Cahuenga Boulevard East. The project proposes to dedicate right-of-way along the west side of Barham Boulevard, and widen the roadway to accommodate three lanes in the southbound direction and left-turn lanes at minor intersections along the entire segment. This corridor improvement should also include streetscape and pedestrian enhancements along the project site boundary.

2. **Lankershim Boulevard Corridor Improvements**

The project proposes to improve the traffic flow along key intersections on Lankershim Boulevard between Cahuenga Boulevard and the US-101 northbound off-ramp. This segment includes the western boundary of the project site. These intersection improvements, that include upgrading or installing new traffic signal equipment and/or providing additional roadway capacity, would improve traffic flow along Lankershim Boulevard and enhance ingress/egress to the project site. These intersection improvements are described in more detail below - see "Intersection Improvements."

3. **Forest Lawn Drive Roadway Improvements**

The project proposes to provide a continuous four-lane cross-section along Forest Lawn Drive between Barham Boulevard/Lakeside Plaza and the State Route (SR) 134 eastbound ramps by widening Forest Lawn Drive between Zoo Drive and the SR 134 Freeway. This improvement is expected to improve the connection between the project and the SR 134 freeway.

F. Project-Related Transportation Improvements

The proposed project includes the construction of new roadway connections and private driveways to serve the access and circulation needs of the development. The applicant shall work with DOT and the Bureau of Engineering on the design of the Project's internal street system layout in the city of Los Angeles, which includes,

but is not limited to, lane configuration, connectivity to existing street system, implementation of any necessary traffic control devices, etc. As part of the project's design features and description, the following key enhancements are proposed as project-related roadway improvements:

1. **Lakeside Plaza Drive**

Since Lakeside Plaza Drive is expected to serve as a main access point from Barham Boulevard for Business Area East employees, the project proposes to widen Lakeside Plaza Drive to provide a minimum of two travel lanes in each direction from the Business Area entrance to Barham Boulevard.

2. **Buddy Holly Drive**

The project proposes to facilitate traffic flow along Buddy Holly Drive between Universal Studios Boulevard and Barham Boulevard by providing additional lanes and enhanced access to the freeway and the project site. Along Buddy Holly Drive between Barham Boulevard and the US 101 northbound off-ramp, the road will provide three westbound travel lanes - this segment will continue to operate as a one-way westbound street. Between the US-101 northbound off-ramp and Donald O'Connor Drive, Buddy Holly Drive will accommodate four or five lanes. At the approach to Donald O'Connor Drive, a dedicated right-turn lane will be provided, and a dedicated left-turn lane onto the northbound US-101 Freeway will also be provided. Between Donald O'Connor Drive and Universal Studios Boulevard, Buddy Holly Drive may operate as a two-way roadway providing four westbound lanes and two eastbound lanes. This proposed improvement will also require review and approval by Caltrans.

3. **Universal Hollywood Boulevard**

Universal Hollywood Boulevard between Lankershim Boulevard and Universal Studios Boulevard (a private street) would be realigned and improved to enhance traffic circulation, accommodate transit priority lanes and wider sidewalks. Since the project's mixed-use and transit-oriented development features are expected to increase the level of pedestrian activity over what currently exists today, this improvement can serve to enhance the connections between the Universal City Metro Red Line station and the project site.

4. **Universal Studios Boulevard / Buddy Holly Drive**

This intersection would be improved as part of the Buddy Holly Drive improvement described above. The segment of Buddy Holly Drive between Universal Studios Boulevard and Donald O'Connor Drive may be improved to operate as a two-way roadway to allow access to the new theme park parking structure. If operated under two-way flow, the westbound approach on Buddy Holly Drive would provide two left-turn lanes, one through lane, and two free-flow right-turn lanes. Also, Universal Studios Boulevard would be restriped to provide a northbound right-turn lane, and the eastbound

approach would be restriped to provide one left-turn lane and one shared through/right-turn lane. This configuration would not be needed if Buddy Holly Drive remains a one-way eastbound street.

The Applicant shall provide the necessary infrastructure for all of the intersections internal to the project site that are expected to be signalized by the expected build out year and connected to DOT's traffic signal system. The traffic signals for these intersections should be constructed to ATCS specifications including, but not limited to, all required system loops, interconnect (conduit and twisted pair cable), and miscellaneous communications equipment needed to provide an operating ATCS intersection. Also, the project-related roadway improvements listed above should be constructed in accordance with the Traffic Mitigation Phasing Plan described below.

G. Intersection Improvements

Several intersection improvements are proposed to mitigate the traffic impacts of the project and enhance traffic flow and improve safety at key intersections. These mitigations include upgrades to the traffic signal system, the installation of new traffic signals, and physical improvements including approach widening to provide additional lanes. Intersection improvements, needed to reduce and mitigate the project's traffic impacts, are proposed as follows:

Traffic Signal System Upgrade

Many of the signalized intersections within the City of Los Angeles in the project study area require an upgrade to the signal equipment and hardware. The traffic signals at these intersections currently operate using a Type 170 traffic signal controller. Newer controllers (Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by CCTV cameras at key locations, DOT can identify the causes of delay and implement instant signal timing remedies to improve the flow of vehicles and buses. The applicant shall fund the upgrade of the traffic signal controllers and the installation of CCTV cameras at the intersections listed in **Attachment G**.

New Traffic Signals

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. Additionally, when choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. Nonetheless, to be conservative, the project's traffic study identified several off-site unsignalized intersections to evaluate. Based on traffic signal warrant analyses conducted at 16 intersections, the applicant proposes to fund the installation of nine new traffic signals at the following intersections:

- Barham Boulevard and C Street
- Buddy Holly Drive, Donald O'Connor Drive and US-101 NB on-ramp (*required only if Buddy Holly Drive or Donald O'Connor Drive operate as two-way streets*)

- Cahuenga Boulevard and US-101 southbound ramps
- Cahuenga Boulevard and Valley Spring Lane
- Forest Lawn Drive and SR-134 westbound ramps
- Lankershim Boulevard and Muddy Waters Drive
- Riverside Drive and SR-134 eastbound on-ramp
- US-101 southbound ramps and Ventura Boulevard / Fruitland Drive
- Universal Studio Boulevard and US-101 southbound on-ramp

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The design and construction of these traffic signals, if deemed warranted by DOT, would be required of the applicant pursuant to the schedule identified in the traffic mitigation phasing plan. DOT's East Valley District Office will issue a Traffic Control Report (TCR) authorizing the installation of each traffic signal within the City of Los Angeles that is warranted per DOT's requirements. The traffic signal warrant analysis shall be prepared pursuant to Section 353 of DOT's Manual of Policies and Procedures and submitted by the applicant to DOT for review. Furthermore, it is the responsibility of the applicant to secure approval and any necessary permits by Caltrans for the traffic signal proposed at freeway ramps. An officially approved TCR does not remove the responsibility of the applicant from securing the acceptance and/or approval by Caltrans where State right-of-way is involved.

If left-turn phasing is proposed at any intersection within the City of Los Angeles, the applicant shall submit a left-turn study analysis pursuant to Section 531 of DOT's Manual of Policies and Procedures. Each left-turn study shall be submitted to DOT's Signal Timing and Operations Division and to DOT's East Valley District Office for review, approval, and preparation of an official TCR for each location.

Physical Improvements (City of Los Angeles)

As stated above, for some locations, street widening was not an option due to right-of-way constraints or DOT did not approve street widening at the expense of reduced sidewalk widths. In other cases, proposals that would require the removal of on-street parking along a roadway with a high demand for parking were not recommended. Traffic mitigations were proposed to mitigate project impacts at intersections along Cahuenga Boulevard. However, since these proposals were in conflict with a city project along Cahuenga Boulevard, these proposed mitigations were not accepted. The city project was awarded grant funding to construct an improvement along Cahuenga Boulevard between Magnolia Boulevard and Lankershim Boulevard. The scope of this improvement was developed with input from Council District 4 and community stakeholders. Therefore, the traffic mitigations that were considered on Cahuenga Boulevard between Magnolia Boulevard and Lankershim Boulevard were not accepted since these designs were not consistent with the intent of the design of the city project. The following intersection improvements are proposed within the City of Los Angeles:

1. Barham Blvd and Cahuenga Blvd West (IS #47) widen to install an additional westbound through lane on Cahuenga Boulevard. The westbound approach would provide two through lanes, and one right-turn lane. This mitigation would require right-of-way acquisition from Caltrans; therefore, this impact would remain unmitigated if the applicant is not successful in acquiring the necessary right-of-way.
2. Barham Blvd and Buddy Holly Dr/Cahuenga Blvd (IS #48) in addition to funding the upgrade of the traffic signal controller, widen the westbound approach to provide a separate left-turn only lane and widen the southbound approach to provide a separate right-turn only lane.
3. Barham Blvd and Coyote Canyon Rd (IS #54) in addition to funding the upgrade of the traffic signal controller, an additional southbound through lane will be installed per the Barham Boulevard roadway improvement described above.
4. Barham Blvd and De Witt Dr (IS #52) an additional southbound through lane will be installed per the Barham Boulevard roadway improvement described above.
5. Barham Blvd and Lake Hollywood Dr (IS #53) an additional southbound through lane will be installed per the Barham Boulevard roadway improvement described above.
6. Barham Blvd and Lakeside Plaza/Forest Lawn Dr (IS #55) in addition to funding the upgrade of the traffic signal controller, this intersection will be improved as part of both the Barham Boulevard roadway improvement and the Lakeside Plaza Drive project-related improvement. When fully improved, the intersection will accommodate: two left-turn lanes, two through lanes, and one right-turn lane on the eastbound approach; two left-turn lanes, one shared through/left-turn lane, and one right-turn lane on the westbound approach; and one left-turn lane, two through lanes, and one shared through/right-turn lane on the southbound approach.
7. Cahuenga Blvd and Riverside Dr (IS #29) in addition to funding the upgrade of the traffic signal controller, restripe the westbound approach on Riverside Drive to install a right-turn lane. The westbound approach would provide one left-turn lane, two through lanes, and one right-turn lane.
8. Cahuenga Blvd and SR 134 Eastbound Ramps (IS #28) in addition to funding the upgrade of the traffic signal controller, provide Caltrans with a fair-share contribution to install a shared left-right-turn lane on the SR 134 Eastbound off-ramp. The eastbound off-ramp approach would provide one left-turn lane, one shared left-right-turn lane, and one right-turn lane. To alleviate expected queues at the ramp that can potentially spill-over onto Cahuenga Boulevard, this improvement would also provide additional

storage by widening the SR 134 eastbound on-ramp to provide two lanes beyond the ramp meter. This mitigation requires approval by Caltrans.

9. Cahuenga Blvd and US 101 southbound ramps (IS #162) a new traffic signal is proposed at this intersection with permitted left-turn phasing for the southbound approach. Due to the proximity of this intersection to the intersection of Cahuenga Boulevard and US 101 northbound off-ramp (IS #68), a single controller design is proposed to coordinate the signal timing for these two intersections. The installation of a traffic signal at this intersection would require review and approval of a signal warrants analysis by Caltrans and by DOT's East Valley District Office.
10. Cahuenga Blvd and Valley Spring Ln (IS #32) - a new traffic signal is proposed at this intersection. However, as discussed above, the installation of a traffic signal at this intersection would require a review and approval of a signal warrants analysis by DOT's East Valley District Office.
11. Forest Lawn Dr & SR 134 eastbound ramps (IS #60) an additional southbound through lane would be installed per the Forest Lawn Drive roadway improvement described above.
12. Forest Lawn Dr & SR 134 westbound ramps (IS #61) install a traffic signal at this intersection and restripe Forest Lawn Drive to install an additional southbound through lane. This intersection is included in the Forest Lawn Drive roadway improvement described above. The installation of a traffic signal at this intersection would require review and approval by Caltrans and DOT's East Valley District Office.
13. Forest Lawn Dr & Zoo Drive (IS #59) widen Forest Lawn Drive to install an additional southbound through lane and to allow for two through lanes and one right-turn lane on the northbound approach. This intersection is included in the Forest Lawn Drive roadway improvement described above.
14. Lankershim Blvd and Moorpark St (IS #20) widen Moorpark Street and install an eastbound right-turn only lane. However, to prevent the permanent elimination of on-street parking, the right-turn lane would be operational only between 7 a.m. and 7 p.m. The widening and posting of "No Stopping between 7 a.m. and 7 p.m." signs would accommodate the right-turn lane. The eastbound approach would provide one left-turn lane, one through lane, and one right-turn lane.
15. Lankershim Blvd and Riverside Dr (IS #19) widen to provide a right-turn lane on the westbound approach of Riverside Drive. The westbound approach would provide one left-turn lane, two through lanes, and one right turn lane.
16. Lankershim Blvd and US 101 northbound off-ramp (#37) - restripe the US

northbound off-ramp to provide a shared through/right lane. The US 101 northbound off-ramp would provide one left-turn lane, a shared through/right lane, and two right-turn lanes. This intersection is included in the Lankershim Boulevard roadway improvement described above. However, if the Metro Universal project is not built, then this improvement would not be needed.

17. Ledge Ave/Moorpark Wy and Riverside Dr (IS #40) in addition to funding the upgrade of the traffic signal controller, the Project proposes to remove the raised median on the east leg of the intersection to accommodate an additional left-turn lane on the westbound approach of Riverside Drive. However, since this mitigation would remove the existing raised median, the applicant should be responsible for the relocation of the median island and a community monument sign to an alternate location. This would require input from Council District 4 and community stakeholders.
18. Metro Driveway and Campo de Cahuenga Wy (IS# 23) upgrade the traffic signal to provide protected left-turn phasing operation for eastbound Campo de Cahuenga Way, and to provide a right-turn signal phase for southbound motorists exiting the Metro Driveway - this right-turn phase will overlap with the eastbound Campo de Cahuenga Way left-turners. If the Metro Universal project is not built, then this improvement would not be needed.
19. Moorpark St and Vineland Ave (IS #11) remove or reconstruct the median to accommodate a right-turn lane on the southbound approach. The southbound approach would provide one left-turn lane, three through lanes, and one right turn lane. To enhance safety by improving visibility, DOT also recommends that the Project remove the raised median islands on the north and south legs to better align the north and southbound left-turn lanes.
20. Riverside Dr and SR 134 eastbound on-ramp (IS #15) a new traffic signal with protected left-turn phasing for the eastbound approach is proposed at this intersection. The eastbound would be striped to provide two left-turn lanes and two through lanes. As discussed above, the installation of a traffic signal at this intersection would require review and approval of a signal warrants analysis by Caltrans and by DOT's East Valley District Office.

Physical Improvements (Los Angeles County/City of Los Angeles)

Additionally, several intersection improvements are proposed in other jurisdictions or at intersections shared with another jurisdiction. The following intersection mitigations, which are all included in the Lankershim Boulevard corridor improvement described above, are also subject to review and consent by Los Angeles County. It should be noted that the design of these improvements assumed the future traffic volumes of the proposed Metro Universal project (one of the 256 related projects) that has been delayed. If the Metro Universal project is not built, then the following intersection improvements should be redesigned since

the projected traffic demands along Lankershim Boulevard would be overstated.

1. Lankershim Blvd and Campo de Cahuenga Wy/Universal Hollywood Dr (IS #36) widen the northbound approach to provide two left-turn lanes, two through lanes, one shared through-right lane, and one right-turn; restripe Campo de Cahuenga Way to provide an additional left-turn lane in the eastbound approach; provide a right-turn overlap arrow for southbound Lankershim Boulevard and restripe southbound Lankershim Boulevard to provide two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn only lane; widen the westbound approach to provide one left-turn lane, two through lanes and one right-turn lane. Included in this improvement are the necessary traffic signal upgrades and improvements to accommodate any necessary left-turn arrows.

DOT would like to reduce the use of dual right-turn lanes to minimize potential pedestrian conflicts. However, the proposed dual right-turn lanes at this intersection may not result in such conflicts in the future since there is a programmed improvement that would eliminate the north leg crosswalk. This improvement would install a pedestrian bridge connecting the Metro Red Line portal to the east side of Lankershim Boulevard. The Los Angeles County Metropolitan Transportation Authority is currently finalizing the design of this pedestrian overpass.

2. Lankershim Blvd and Main St (IS #35) in addition to funding the upgrade of the traffic signal controller, widen to install a second northbound left-turn lane and upgrade the traffic signal to provide protected left-turn signal phasing operation for northbound Lankershim Boulevard. Also, widen the east leg (Main Street) to enhance ingress and egress from the project site. This improvement would not be needed if the proposed Metro Universal project is not built.
3. Lankershim Blvd and Muddy Waters Dr (IS #72) a new traffic signal is proposed at this intersection. If approved, the new traffic signal would provide protected left-turn phasing operation for southbound Lankershim Boulevard. The installation of a traffic signal at this intersection has not yet been approved by DOT. A review and approval of the traffic signal warrants analysis for this signal is required by DOT's East Valley District Office.
4. Lankershim Blvd and Valleyheart Dr/James Stewart Ave (IS #34) in addition to funding the upgrade of the traffic signal controller, widen the eastbound approach on Valleyheart Drive to provide dual left-turn lanes and a shared through/right lane. Restripe the westbound approach on James Stewart Avenue to provide one left turn, one shared through/left, and dual right-turn lanes. Also, widen Lankershim Boulevard to provide an additional southbound left-turn lane. This improvement would not be needed if the proposed Metro Universal project is not built.

Intersection Improvements (City of Burbank)

The following intersection mitigations are subject to review and approval by the City of Burbank:

1. Evergreen St/Riverside Dr & Alameda Ave (IS #77) fund the upgrade of the traffic signal equipment to connect the intersection to the City of Burbank's Citywide Signal Control System (CSCS).
 2. Pass Ave and Alameda Ave (IS #79) fund the upgrade of the traffic signal equipment to connect the intersection to the City of Burbank's CSCS. The project would also widen the westbound approach to add a right-turn lane. The westbound approach would provide one left-turn lane, two through lanes and one right-turn lane.
 3. Pass Ave and Olive Ave (IS #81) widen to install an additional northbound left-turn lane on Pass Avenue. The northbound approach would provide two left-turn lanes and three through lanes. This improvement should also include any necessary upgrades to the traffic signal equipment.
 4. Pass Ave and SR 134 eastbound off-ramp (IS #78) fund the installation and upgrade of the traffic signal equipment needed to connect the intersection to the City of Burbank's Traffic Signal Interconnect/Signal Timing System and CSCS.
 5. Pass Ave and Verdugo Ln (IS #75) fund the installation and upgrade of the traffic signal equipment needed to connect the intersection to the City of Burbank's Traffic Signal Interconnect/Signal Timing System and CSCS.
 6. Olive Ave and Warner Brothers Studio Gate 2/Gate 3 (IS #82) fund the upgrade of the traffic signal equipment to connect the intersection to the City of Burbank's CSCS.
 7. Olive Ave and Warner Brothers Studio Gate 1/Lakeside Dr (IS #83) widen the eastbound approach to add a right-turn lane. The eastbound approach would provide one shared through/left-turn lane, and one right-turn lane.
- H. Neighborhood Traffic Management Program (NTMP)
According to the residential street impact analysis included in the traffic study, three neighborhoods were identified for their potential to be impacted by the project's traffic. A local residential street is considered to be impacted based on an increase in the average daily traffic volumes. The objective of the residential street impact analysis is to determine the potential for cut-through traffic impacts on a residential street that can result from the project. Cut-through trips are measured as vehicles that bypass a congested arterial by instead opting to travel along a residential street. These local street impacts are typically mitigated through the implementation of neighborhood traffic calming measures such as installing speed humps. The traffic study identified three neighborhood boundaries that can

potentially experience increases in cut-through traffic.

The applicant has offered up to \$300,000 to fund any necessary NTM measures within these three neighborhood boundaries. This amount, which is commensurate with the size of the project and with the level of residential street impacts that are expected, is acceptable to DOT. Working within this budget, it would be the applicant's responsibility to coordinate with DOT, the affected neighborhood residents, and the local City Council office to design and implement NTM measures approved by DOT and supported by stakeholders.

The applicant has submitted an initial NTMP Implementation Plan to DOT (see **Attachment H**) that sets key milestones and identifies a proposed process in developing a NTM plan for the three identified neighborhoods consistent with DOT policy. This implementation plan should be formalized through an agreement between the applicant and DOT prior to the issuance of the first building permit for this project. As discussed in the initial plan, the agreement should include a funding guarantee, an outreach process and budget for each of the identified neighborhoods, selection and approval criteria for any evaluated NTM measures, and an implementation phasing plan. The final NTM plan, if consensus is reached among the stakeholders, should be completed to the satisfaction of DOT and should consider and evaluate neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit.

I. Traffic Mitigation Phasing Plan

The project is proposed to be built over four phases. To ensure that the full occupancy of the project does not take place until all of the required transportation mitigations are implemented, a mitigation phasing plan has been prepared that coordinates all mitigation measures, project development and the associated permitting (see **Attachment I**). The phasing plan attempts to maintain an appropriate balance between development and corresponding transportation capacity/enhancements. This phasing plan may be modified in the future to adjust the mitigation sequencing or as a result of changes in the project phasing. Any changes to the mitigation phasing plan shall be subject to approval by DOT.

III. **Additional Transportation Enhancements**

The applicant has committed to fund the following voluntary transportation improvements in addition to the traffic mitigation measures identified above. The anticipated benefit to traffic flow associated with these enhancements has not been quantified; therefore, the project impacts at the study intersections are likely overstated.

A. Traffic Flow and Safety Enhancements

To address local traffic flow and safety needs within the study area, the applicant has agreed to install left-turn arrows at several key intersections. These locations

have been identified by DOT as candidate intersections for the installation of left-turn phasing. If left-turn arrows are deemed warranted by DOT's East Valley District Office, the applicant would design and implement the left-turn signals at the following intersections:

1. Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard (westbound approach)
2. Lankershim Boulevard & Riverside Drive (eastbound approach)
3. Lankershim Boulevard & Moorpark Street (northbound/eastbound approaches)
4. Cahuenga Boulevard & Camarillo Street (all approaches)
5. Cahuenga Boulevard & Moorpark Street (northbound/southbound approaches)
6. Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue (northbound approach)
7. Cahuenga Boulevard & SR 134 Eastbound Ramps (southbound approach)
8. Radford Avenue/Ventura Place & Ventura Boulevard (westbound/eastbound approaches)
9. US 101 Southbound On-Ramp/Fruitland Avenue & Ventura Boulevard (westbound approach)
10. Lankershim Boulevard & Chandler Boulevard North (northbound approach)
11. Vineland Avenue & Moorpark Street (eastbound approach)

Also, as part of these voluntary traffic improvements, the applicant would fund the design and installation of a new traffic signal at the intersection of Riverside Drive and Strohm Avenue, if deemed warranted by DOT's East Valley District Office.

B. Hollywood Event Management Infrastructure

The Project proposed to fund the design and installation of up to five fixed or portable dynamic roadway message signs that can be utilized to guide motorists during events, alert motorists of traffic conditions and street closures, recommend alternate routes, etc. These signs operate similar to changeable message signs but require significantly less public right-of-way to install. These signs would provide motorists on arterial streets leading up to Hollywood from other parts of the region with advance information and warning regarding lane closures due to special events in Hollywood. Providing motorists with advance information regarding street closures would assist motorists in choosing alternative routes of travel. Alternative routes can be selected early thus avoiding long delays and preventing further congestion. The design, size and placement of these signs will be determined by DOT at a later date.

IV. SITE ACCESS AND CIRCULATION

Currently, the project site provides ten access points - one along the US-101 freeway, five along Lankershim Boulevard, two along Barham Boulevard, and two that are internal to the site. The proposed project would enhance the existing studio entry points and visitor gateways and would install two new public gateways to the project. The two new access points include a public gateway at a proposed new signalized intersection on Barham

Boulevard south of Lakeside Plaza Drive and a public entry/exit point at Buddy Holly Drive and Donald O'Connor Drive. The attached graphic (**Attachment J**) illustrates the proposed vehicular and pedestrian circulation features for the Project.

The project would continue to provide the four existing studio gates along Lankershim Boulevard at James Stewart Avenue, Main Street, Jimi Hendrix Drive, and the visitor gate south of the Technicolor Building at Muddy Waters Drive. Two relocated studio gates entering off Lakeside Plaza Drive would provide direct, controlled access for studio employees, authorized visitors, and deliveries to the Business and Studio Areas.

Universal Hollywood Drive and Universal Studios Boulevard would continue to provide the primary east-west and north-south access to and within the project. As part of the project, Universal Hollywood Drive, which extends between Lankershim Boulevard and Universal Studios Boulevard, providing access to parking structures within Universal Studios Hollywood and Universal CityWalk, would be realigned and widened to facilitate travel between these two roadways. Universal Studios Boulevard extends over the US-101 freeway between Cahuenga Boulevard and Buddy Holly Drive, and connects to the parking structures within Universal CityWalk. Buddy Holly Drive would also be widened and may operate as a two-way roadway between Universal Studios Boulevard and Donald O'Connor Drive. The main function of these primary access roads would continue to be to lead visitors into parking structures, allowing them to then access the rest of the site on foot or by the Universal shuttle system.

Internal project roadways, consisting of public and private streets, would be developed within the project site as needed in accordance with the applicable design guidelines to emergency vehicle access requirements and to ensure efficient circulation. The internal street system within the Studio, Entertainment, and Business Areas would continue to be largely restricted to authorized vehicles, as well as vendor-owned service vehicles and vehicles driven by Universal City studio employees.

This determination does not include approval of the final design plans of the project's driveways, internal circulation, or parking scheme. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, work with DOT regarding driveway width and internal circulation requirements, so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Final DOT approval shall be obtained prior to issuance of building permits for such phase by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to DOT.

V. GENERAL CONDITIONS

The following conditions are in addition to the traffic mitigation measures identified in DOT's determination.

- In accordance with the project's traffic mitigation phasing plan, all transportation improvements and associated traffic signal work within the City of Los Angeles must be **guaranteed** through the B-Permit process of the Bureau of Engineering, prior to the issuance of the building permits for such phase and **completed** prior to the issuance of the certificates of occupancy for such phase. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.
- If a proposed traffic mitigation measure does not receive the required approval, a substitute mitigation measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.
- All improvements along state highways and at freeway ramps require approval from the State of California Department of Transportation (Caltrans). The applicant may be required to obtain an encroachment permit or other approval from Caltrans for each of these improvements before the issuance of any building permits, to the satisfaction of Caltrans, DOT, and the Bureau of Engineering.
- For all of the proposed roadway and intersection improvements within the City of Los Angeles, the final determination on the feasibility shall be made by the Department of Public Works, Bureau of Engineering.
- For all buildings in the City of Los Angeles, a parking and driveway plan shall be submitted to DOT for approval of access and circulation prior to the submittal of building plans for plan check to the Department of Building and Safety.
- A construction work site traffic control plan should be submitted to DOT for review and approval prior to the start of any construction work in the City. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic should avoid peak commute hours unless otherwise approved by DOT.
- All temporary construction traffic control plans in the City involving temporary traffic signal modifications, the relocation of any signal equipment, and the installation of crash cushions or temporary roadway striping shall be prepared, submitted and signed by a registered Civil or Traffic Engineer in the state of California, on DOT-standard plan format, for review and approval by DOT's Design Division.
- Unless detour plans, worksite traffic control plans, and/or traffic circulation plans are pre-approved by DOT's Design Division, all construction traffic control proposals involving temporary signal modifications and/or relocations of any signal equipment,

and utilizations of temporary traffic striping and crash cushions, are the responsibility of the applicant, and must be submitted, signed and sealed by California Registered Civil Engineers and Traffic Engineers on DOT-standard plan submittal format for approval by DOT's Design Division.

- Pursuant to LAMC 41.20, the applicant shall be advised of the necessity of obtaining Street Use Permits from the Board of Public Works, which normally delegates such permitting authority to the Department of Public Works, Bureau of Street Services, for any proposed street closures.
- All other temporary construction traffic control proposals in the City involving the use of flashing arrow boards, traffic cones, barricades, delineators, construction signage, etc., shall require the review and approval by DOT's East Valley District Office.
- An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council. Ordinance No. 180542, effective March 28, 2009, identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

VI. OTHER COMMENTS

A. Los Angeles River Bike Path

In February 2007, the City of Los Angeles announced the start of a comprehensive Los Angeles River revitalization plan that includes the completion of the bike path along the river to connect Downtown Los Angeles with Canoga Park. In addition to revitalizing the river, the goal of this project is to provide a continuous and functional riverfront bike path that extends through the City of Los Angeles and is part of an integrated Countywide bicycle plan. DOT fully supports the Los Angeles River Bike Path project. The close proximity of this Project and the Metro Red Line station to a bike path along the Los Angeles River Flood Control Channel can provide for an enhanced multi-modal transportation system in this area that provides commuters with more options and alternatives to driving a vehicle. However, the project does not propose providing public access along the Los Angeles River Flood Control Channel (the site's northern boundary) due to existing constraints and since the Applicant does not own the right-of-way. The County of Los Angeles Flood Control District owns the majority of the right-of-way for River Road along the northern end of the project site. DOT is aware of these right-of-way issues and of the constraints that include buildings and electrical substations currently located within the anticipated footprint of any future bike path along the south side of the river channel.

While DOT supports the bicycle system features proposed in the project's design, a truly comprehensive multi-modal system would include a riverfront bike path. This project does not propose to construct any new buildings within 20-feet of the

edge of the Los Angeles River Flood Control Channel, but the project scope does not include the removal of the existing constraints. To preserve the future right-of-way for any Los Angeles River bike path options, DOT recommends that any future plans for the northern edge of the project site prohibit construction within the anticipated footprint of a future Los Angeles River bike path (currently estimated at 20-feet from the edge of the channel).

B. Barham Boulevard Bridge

As stated above, the applicant should continue to work with Caltrans to develop meaningful freeway enhancements that can serve to alleviate commuter congestion. Improving traffic flow along the freeway mainline can provide for enhanced travel along the City's street network. However, any improvements to the US-101 freeway adjacent to the project site should also include the replacement (or retrofitting) and expansion of the Barham Boulevard bridge over the freeway.

CONCLUSION

Under the Alternative 10 scenario, the project is expected to result in four unmitigated traffic impacts after implementation of the proposed transportation mitigation program. Of these four intersections, two are expected to operate at a level-of-service (LOS) of C or better after build out of the project, and two are adjacent to the project site. While mitigations are proposed at these locations that partially mitigate the project's impacts, a significant impact still remains. Overall, Alternative 10 reduces the total number of unmitigated traffic impacts as it would generate 35% less traffic during the afternoon peak hour than the alternative that was the subject of DOT's report dated April 2, 2010.

If you have any questions, please call me at (213) 972-8476 or Christopher Hy of my staff at (213) 972-8479.

Attachment A:	Proposed Project Land Uses
Attachment B:	Conceptual Site Plan
Attachment C:	Study Area
Attachment D:	Study Intersections
Attachment E:	Trip Generation Summary
Attachment F1:	Project Impact Summary - Level of Service (Signalized Intersections)
Attachment F2:	Level of Service Summary for Unsignalized Intersections
Attachment G:	Traffic Signal Upgrades
Attachment H:	Neighborhood Traffic Management Plan Implementation Process
Attachment I:	Transportation Improvement Phasing Plan
Attachment J:	Project Circulation

ATTACHMENT B

Jon Foreman

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August 13, 2012

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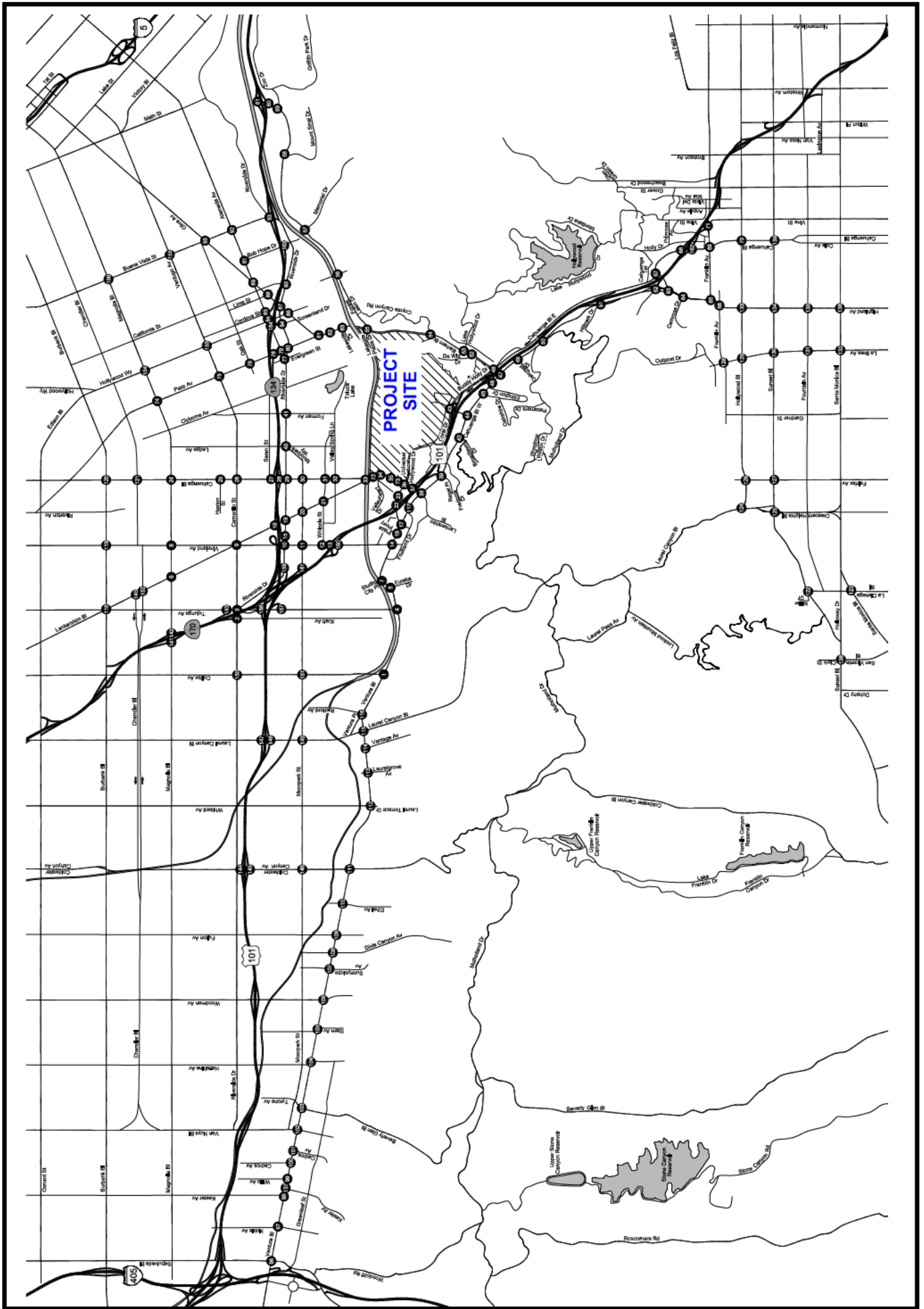
ATTACHMENT A
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROPOSED PROJECT LAND USES

Land Use	Existing Development	Demolition	Gross New Development	Alternate 10 - Net New Development	Totals - Existing and New Development
Studio (square feet)	1,228,120	185,051	493,000	307,949	1,536,069
Studio Office (square feet)	942,545	97,680	745,000	647,320	1,589,865
Office (square feet)	463,430	54,594	550,000	495,406	958,836
Entertainment (square feet)	775,132	107,105	445,000	337,895	1,113,027
Entertainment Retail (square feet)	656,144	30,784	70,000	39,216	695,360
Amphitheater (square feet)	110,600	110,600	60,000	-50,600	60,000
Hotel (square feet)			900,000	900,000	900,000
Hotel (guest rooms)			1,000	1,000	1,000
TOTAL	(square feet)	585,814	3,263,000	2,677,186	6,853,157
	(guest rooms)	585,814	1,000	1,000	1,000

ATTACHMENT B
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
CONCEPTUAL SITE PLAN



ATTACHMENT C
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
STUDY AREA



ATTACHMENT B

ATTACHMENT D

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10 STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
1.	Colfax Avenue & Ventura Boulevard	City of Los Angeles
2.	Kraft Avenue/SR 170 SB Off Ramp & Riverside Drive	City of Los Angeles/Caltrans
3.	Tujunga Avenue & Riverside Drive/Camarillo Street	City of Los Angeles
4.	Tujunga Avenue & Ventura Boulevard	City of Los Angeles
5.	Eureka Drive & Ventura Boulevard	City of Los Angeles
6.	Lankershim Boulevard & Magnolia Boulevard	City of Los Angeles
7.	Studio City Place & Ventura Boulevard	City of Los Angeles
8.	Vineland Avenue & Magnolia Boulevard	City of Los Angeles
9.	Vineland Avenue/Lankershim Boulevard & Camarillo Street	City of Los Angeles
10.	Vineland Avenue & Riverside Drive	City of Los Angeles
11.	Vineland Avenue & Moorpark Street	City of Los Angeles
12.	Vineland Avenue & Whipple Street	City of Los Angeles
13.	Vineland Avenue & US 101 NB Off Ramp	City of Los Angeles/Caltrans
14.	Vineland Avenue & Ventura Boulevard	City of Los Angeles
15. [a]	SR 134 EB On Ramp e/o Vineland Avenue & Riverside Drive	City of Los Angeles/Caltrans
16.	Plaza Parkway & Ventura Boulevard	City of Los Angeles
17.	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	City of Los Angeles
18.	Lankershim Boulevard & SR 134 WB Off Ramp	City of Los Angeles/Caltrans
19.	Lankershim Boulevard & Riverside Drive	City of Los Angeles
20.	Lankershim Boulevard & Moorpark Street	City of Los Angeles
21.	Lankershim Boulevard & Whipple Street	City of Los Angeles
22.	US 101 NB Ramps & Campo de Cahuenga Way	City of Los Angeles/Caltrans
23.	Metro Driveway & Campo de Cahuenga Way	City of Los Angeles
24.	Cahuenga Boulevard & Magnolia Boulevard	City of Los Angeles
25.	Cahuenga Boulevard & Huston Street	City of Los Angeles
26.	Cahuenga Boulevard & Camarillo Street	City of Los Angeles
27.	Cahuenga Boulevard & SR 134 WB Off Ramp	City of Los Angeles/Caltrans
28.	Cahuenga Boulevard & SR 134 EB Ramps	City of Los Angeles/Caltrans
29.	Cahuenga Boulevard & Riverside Drive	City of Los Angeles
30.	Cahuenga Boulevard & Moorpark Street	City of Los Angeles
31.	Cahuenga Boulevard & Whipple Street	City of Los Angeles
32. [b]	Cahuenga Boulevard & Valley Spring Lane	City of Los Angeles
33.	Lankershim Boulevard & Cahuenga Boulevard	City of Los Angeles
34.	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	City of Los Angeles/County of Los Angeles
35.	Lankershim Boulevard & Main Street	City of Los Angeles/County of Los Angeles
36.	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	City of Los Angeles/County of Los Angeles
37.	Lankershim Boulevard & US 101 NB Off Ramp	City of Los Angeles/Caltrans
38. [c]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	City of Los Angeles
39.	US 101 SB Ramps/Regal Place & Cahuenga Boulevard	City of Los Angeles/Caltrans
40.	Ledge Avenue/Moorpark Way & Riverside Drive	City of Los Angeles
41.	Forman Avenue & Riverside Drive	City of Los Angeles
42.	Broadlawn Drive & Cahuenga Boulevard	City of Los Angeles
43.	Universal Center Drive/Universal Studios Boulevard & Buddy Holly Drive	City of Los Angeles/County of Los Angeles
44.	Universal Studios Boulevard & Cahuenga Boulevard	City of Los Angeles
45.	Oakshire Drive & Cahuenga Boulevard	City of Los Angeles
46.	US 101 SB Ramps w/o Barham Boulevard/Cahuenga Boulevard & Cahuenga Boulevard	City of Los Angeles/Caltrans
47.	Barham Boulevard & Cahuenga Boulevard	City of Los Angeles
48.	Barham Boulevard & Buddy Holly Drive/Cahuenga Boulevard	City of Los Angeles
49.	Oakcrest Drive & Cahuenga Boulevard	City of Los Angeles
50.	Mulholland Drive & Cahuenga Boulevard	City of Los Angeles
51.	Cahuenga Boulevard & Hillpark Drive	City of Los Angeles
52.	Barham Boulevard & De Witt Drive	City of Los Angeles
53.	Barham Boulevard & Lake Hollywood Drive	City of Los Angeles
54.	Barham Boulevard & Coyote Canyon Road	City of Los Angeles
55.	Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive	City of Los Angeles
56.	Warner Brothers Studios Gate 7/Gate 8 & Forest Lawn Drive	City of Los Angeles
57.	Memorial Drive & Forest Lawn Drive	City of Los Angeles
58.	Mount Sinai Drive & Forest Lawn Drive	City of Los Angeles
59.	Forest Lawn Drive & Zoo Drive	City of Los Angeles
60. [b]	Forest Lawn Drive & SR 134 EB Ramps	City of Los Angeles/Caltrans

Notes:

[a] Intersection is uncontrolled.

[b] Intersection is controlled by stop signs on minor approach.

[c] Denotes Congestion Management Program (CMP) arterial monitoring station.

ATTACHMENT B

ATTACHMENT D - Continued

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10 STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
61. [b]	Forest Lawn Drive & SR 134 WB Ramps	City of Los Angeles/Caltrans
62.	Cahuenga Boulevard/Highland Avenue & Pat Moore Way/US 101 On Ramps	City of Los Angeles/Caltrans
63.	Highland Avenue & Odin Street	City of Los Angeles
64.	Highland Avenue & Camrose Drive	City of Los Angeles
65.	Highland Avenue & Franklin Avenue	City of Los Angeles
66.	Highland Avenue & Franklin Place/Franklin Avenue	City of Los Angeles
67. [b]	Odin Street & Cahuenga Boulevard	City of Los Angeles
68.	Cahuenga Boulevard & US 101 NB Off Ramp	City of Los Angeles/Caltrans
69.	Cahuenga Boulevard & Franklin Avenue	City of Los Angeles
70.	Cahuenga Boulevard & Hollywood Boulevard	City of Los Angeles
71.	Vine Street & Franklin Avenue/US 101 SB Off Ramp	City of Los Angeles/Caltrans
72. [b]	Lankershim Boulevard & Muddy Waters Drive	City of Los Angeles/County of Los Angeles
73. [a]	Lankershim Boulevard & Jimi Hendrix Drive	City of Los Angeles/County of Los Angeles
74.	Pass Avenue & Magnolia Boulevard	City of Burbank
75.	Pass Avenue & Verdugo Avenue	City of Burbank
76.	Pass Avenue & Oak Street	City of Burbank
77.	Evergreen Street/Riverside Drive & Alameda Avenue	City of Burbank
78.	Pass Avenue & SR 134 EB Off Ramp	City of Burbank/Caltrans
79.	Pass Avenue & Alameda Avenue	City of Burbank
80.	Pass Avenue & Riverside Drive	City of Burbank
81.	Olive Avenue & Pass Avenue	City of Burbank
82.	Olive Avenue & Warner Brothers Studios Gate 2/Gate 3	City of Burbank
83.	Olive Avenue & Warner Brothers Studios Gate 1/Lakeside Drive	City of Burbank
84.	Hollywood Way & Alameda Avenue	City of Burbank
85.	Cordova Street/SR 134 WB Off Ramp & Alameda Avenue	City of Burbank/Caltrans
86.	Hollywood Way & Olive Avenue	City of Burbank
87.	Olive Avenue & Riverside Drive	City of Burbank
88.	Lima Street & Olive Avenue	City of Burbank
89.	Olive Avenue & Alameda Avenue	City of Burbank
90.	California Street & Riverside Drive	City of Burbank
91.	Bob Hope Drive & Alameda Avenue	City of Burbank
92.	Buena Vista Street & Alameda Avenue	City of Burbank
93.	Buena Vista Street/SR 134 EB On Ramp & Riverside Drive/SR 134 WB Ramps	City of Burbank/Caltrans
94. [a]	SR 134 EB On Ramp/Screenland Drive & Riverside Drive	City of Burbank/Caltrans
95.	Buena Vista Street & Olive Avenue	City of Burbank
96. [c]	Sepulveda Boulevard & Ventura Boulevard	City of Los Angeles
97.	Noble Avenue & Ventura Boulevard	City of Los Angeles
98.	Kester Avenue (West) & Ventura Boulevard	City of Los Angeles
99.	Willis Avenue & Ventura Boulevard	City of Los Angeles
100.	Cedros Avenue (West) & Ventura Boulevard	City of Los Angeles
101.	Cedros Avenue (East) & Ventura Boulevard	City of Los Angeles
102.	Van Nuys Boulevard & Ventura Boulevard	City of Los Angeles
103.	Tyrone Avenue/Beverly Glen Boulevard & Ventura Boulevard	City of Los Angeles
104.	Hazeltine Avenue (West) & Ventura Boulevard	City of Los Angeles
105.	Stern Avenue (West) & Ventura Boulevard	City of Los Angeles
106. [c]	Woodman Avenue & Ventura Boulevard	City of Los Angeles
107.	Sunnyslope Avenue & Ventura Boulevard	City of Los Angeles
108.	Dixie Canyon Avenue & Ventura Boulevard	City of Los Angeles
109.	Fulton Avenue & Ventura Boulevard	City of Los Angeles
110.	Valley Vista Boulevard/Ethel Avenue & Ventura Boulevard	City of Los Angeles
111.	Coldwater Canyon Avenue & Ventura Boulevard	City of Los Angeles
112.	Whitsett Avenue/Laurel Terrace Drive & Ventura Boulevard	City of Los Angeles
113.	Laurelgrove Avenue & Ventura Boulevard	City of Los Angeles
114.	Vantage Avenue & Ventura Boulevard	City of Los Angeles
115. [c]	Laurel Canyon Boulevard & Ventura Boulevard	City of Los Angeles
116.	Radford Avenue/Ventura Place & Ventura Boulevard	City of Los Angeles
117. [a]	US 101 SB On Ramp n/o Lankershim Boulevard & Ventura Boulevard	City of Los Angeles/Caltrans
118.	Lankershim Boulevard/Tujunga Avenue & Burbank Boulevard	City of Los Angeles
119.	Vineland Avenue & Burbank Boulevard	City of Los Angeles
120.	Cahuenga Boulevard & Burbank Boulevard	City of Los Angeles

Notes:

[a] Intersection is uncontrolled.

[b] Intersection is controlled by stop signs on minor approach.

[c] Denotes Congestion Management Program (CMP) arterial monitoring station.

ATTACHMENT B

ATTACHMENT D - Continued

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10 STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
121.	Cahuenga Boulevard & Chandler Boulevard	City of Los Angeles
122.	La Cienega Boulevard & Sunset Boulevard	City of West Hollywood
123. [c]	La Cienega Boulevard & Santa Monica Boulevard	City of West Hollywood
124.	Laurel Canyon Boulevard & Hollywood Boulevard	City of Los Angeles
125.	Crescent Heights Boulevard & Sunset Boulevard	City of Los Angeles
126.	Fairfax Avenue & Hollywood Boulevard	City of Los Angeles
127.	Fairfax Avenue & Sunset Boulevard	City of Los Angeles
128.	La Brea Avenue & Franklin Avenue	City of Los Angeles
129.	La Brea Avenue & Hollywood Boulevard	City of Los Angeles
130.	La Brea Avenue & Sunset Boulevard	City of Los Angeles
131.	La Brea Avenue & Fountain Avenue	City of West Hollywood/City of Los Angeles
132.	La Brea Avenue & Santa Monica Boulevard	City of West Hollywood
133.	Highland Avenue & Hollywood Boulevard	City of Los Angeles
134.	Highland Avenue & Sunset Boulevard	City of Los Angeles
135.	Highland Avenue & Fountain Avenue	City of Los Angeles
136. [c]	Highland Avenue & Santa Monica Boulevard	City of Los Angeles
137.	Kester Avenue (East) & Ventura Boulevard	City of Los Angeles
138.	San Vicente Boulevard/Clark St & Sunset Boulevard	City of West Hollywood
139.	Cahuenga Boulevard & Sunset Boulevard	City of Los Angeles
140.	Lankershim Boulevard & Chandler Boulevard (North)	City of Los Angeles
141.	SR 170 SB Ramps & Magnolia Boulevard	City of Los Angeles/Caltrans
142.	SR 170 NB Ramps & Magnolia Boulevard	City of Los Angeles/Caltrans
143. [a]	Tujunga Avenue & SR 170 NB On Ramp/Private Driveway	City of Los Angeles/Caltrans
144.	Coldwater Canyon Avenue & US 101 NB Ramps	City of Los Angeles/Caltrans
145.	Coldwater Canyon Avenue & US 101 SB Ramps	City of Los Angeles/Caltrans
146.	Coldwater Canyon Avenue & Moorpark Street	City of Los Angeles
147.	Laurel Canyon Boulevard & US 101 NB Ramps	City of Los Angeles/Caltrans
148.	Laurel Canyon Boulevard & US 101 SB Ramps	City of Los Angeles/Caltrans
149.	Laurel Canyon Boulevard & Moorpark Street	City of Los Angeles
150.	Colfax Avenue & Riverside Drive	City of Los Angeles
151.	Colfax Avenue & Moorpark Street	City of Los Angeles
152.	Lankershim Boulevard & Chandler Boulevard (South)	City of Los Angeles
153.	Hollywood Way & Verdugo Avenue	City of Burbank
154.	Hollywood Way & Magnolia Boulevard	City of Burbank
155.	Buena Vista Street & Verdugo Avenue	City of Burbank
156.	Buena Vista Street & Magnolia Boulevard	City of Burbank
157. [b]	Tujunga Avenue & US 101 SB Off Ramp	City of Los Angeles/Caltrans
158. [a]	Tujunga Avenue & US 101 NB On Ramp	City of Los Angeles/Caltrans
159. [b]	US 101 SB Off Ramp & Riverside Drive	City of Los Angeles/Caltrans
160.	Vineland Avenue & US 101 SB Ramps	City of Los Angeles/Caltrans
161. [a]	US 101 NB On Ramp & Moorpark Street	City of Los Angeles/Caltrans
162. [b]	Cahuenga Boulevard & US 101 SB Ramps	City of Los Angeles/Caltrans
163. [b]	Bob Hope Drive & SR 134 EB Off Ramp	City of Burbank/Caltrans
164. [a]	SR 134 WB On Ramp & Alameda Avenue	City of Burbank/Caltrans

Notes:

[a] Intersection is uncontrolled.

[b] Intersection is controlled by stop signs on minor approach.

[c] Denotes Congestion Management Program (CMP) arterial monitoring station.

ATTACHMENT B

ATTACHMENT E

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

TRIP GENERATION SUMMARY

EVOLUTION PLAN PROJECT (1)

Scenario	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Existing Development	44,883	2,433	582	3,015	1,530	3,184	4,714
Net Project without TDM Program	36,451	1,538	1,531	3,069	1,396	2,227	3,623
Full Site without TDM Program	81,334	3,971	2,113	6,084	2,926	5,411	8,337
Full Site with TDM Program	72,991	3,556	1,787	5,343	2,560	4,924	7,484
Net Project with TDM Program	28,108	1,123	1,205	2,328	1,030	1,740	2,770

ALTERNATIVE 10

Scenario	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Existing Development	44,883	2,433	582	3,015	1,530	3,184	4,714
Net Alternative 10 without TDM Program	23,601	1,642	599	2,241	447	1,752	2,197
Full Site without TDM Program	68,484	4,075	1,181	5,256	1,977	4,936	6,911
Full Site with TDM Program	64,022	3,704	1,071	4,775	1,837	4,575	6,412
Net Alternative 10 with TDM Program	19,139	1,271	489	1,760	307	1,391	1,698

Difference between Alternative 10 and Project with TDM Program	(8,969)	148	(716)	(568)	(723)	(349)	(1,072)
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(1) SOURCE: Table 20 of the Project Transportation Study

ATTACHMENT F1
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures									Residual Significant Impact?
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	
1.	[a] Colfax Avenue & Ventura Boulevard	A.M. P.M.	0.770 1.032	C F	0.793 1.057	C F	0.023 0.025	NO YES	0.755 1.019	C F	0.000 0.016	0.038 0.038	0.000 0.017	NO YES	0.038 0.021	NO NO	
2.	[a] Kraft Avenue/SR 170 SB Off-Ramp & Riverside Drive	A.M. P.M.	0.663 0.613	B B	0.700 0.621	B B	0.037 0.008	NO NO	0.647 0.592	B A	0.000 0.000	0.053 0.029	0.000 0.000	NO NO	0.053 0.029	NO NO	
3.	[a] Tujunga Avenue & Riverside Drive/Camarillo Street	A.M. P.M.	1.171 1.126	F F	1.200 1.128	F F	0.029 0.002	YES NO	1.158 1.118	F F	0.020 0.000	0.042 0.010	0.017 0.000	YES NO	0.025 0.010	NO NO	
4.	[a] Tujunga Avenue & Ventura Boulevard	A.M. P.M.	0.696 0.841	B D	0.719 0.867	C D	0.023 0.026	NO YES	0.682 0.831	B D	0.000 0.007	0.037 0.036	0.000 0.000	NO NO	0.037 0.036	NO NO	
5.	[a] Eureka Drive & Ventura Boulevard	A.M. P.M.	0.695 0.668	B B	0.719 0.694	C B	0.024 0.026	NO NO	0.683 0.657	B B	0.000 0.000	0.036 0.037	0.000 0.000	NO NO	0.036 0.037	NO NO	
6.	[a] Lankershim Boulevard & Magnolia Boulevard	A.M. P.M.	1.197 1.107	F F	1.206 1.113	F F	0.009 0.006	NO NO	1.196 1.103	F F	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO	
7.	[a] Studio City Place & Ventura Boulevard	A.M. P.M.	0.617 0.683	B B	0.643 0.709	B C	0.026 0.026	NO NO	0.606 0.673	B B	0.000 0.000	0.037 0.036	0.000 0.000	NO NO	0.037 0.036	NO NO	
8.	[a] Vineland Avenue & Magnolia Boulevard	A.M. P.M.	1.101 1.402	F F	1.104 1.406	F F	0.003 0.004	NO NO	1.094 1.396	F F	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO	
9.	[a] Vineland Avenue/Lankershim Boulevard & Camarillo Street	A.M. P.M.	1.351 1.205	F F	1.376 1.216	F F	0.025 0.011	YES YES	1.324 1.206	F F	0.016 0.002	0.052 0.010	0.021 0.000	YES NO	0.031 0.010	NO NO	
10.	[a] Vineland Avenue & Riverside Drive	A.M. P.M.	1.124 0.820	F D	1.175 0.843	F D	0.051 0.023	YES YES	1.068 0.791	F C	0.042 0.004	0.107 0.052	0.028 0.000	YES NO	0.079 0.052	NO NO	
11.	[a] Vineland Avenue & Moorpark Street	A.M. P.M.	1.127 1.056	F F	1.136 1.073	F F	0.009 0.017	NO YES	1.051 1.037	F F	0.000 0.008	0.085 0.036	0.000 0.004	NO YES	0.085 0.032	NO NO	
12.	[a] Vineland Avenue & Whipple Street	A.M. P.M.	0.500 0.446	A A	0.501 0.447	A A	0.001 0.001	NO NO	0.491 0.437	A A	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO	
13.	[a] Vineland Avenue & US 101 NB Off-Ramp	A.M. P.M.	0.484 0.405	A A	0.485 0.406	A A	0.001 0.001	NO NO	0.471 0.396	A A	0.000 0.000	0.014 0.010	0.000 0.000	NO NO	0.014 0.010	NO NO	
14.	[a] Vineland Avenue & Ventura Boulevard	A.M. P.M.	1.027 1.049	F F	1.075 1.087	F F	0.048 0.038	YES YES	0.909 0.987	E E	0.039 0.029	0.166 0.100	0.080 0.043	YES YES	0.086 0.057	NO NO	
16.	[a] Plaza Parkway & Ventura Boulevard	A.M. P.M.	0.804 0.539	D A	0.847 0.566	D A	0.043 0.027	YES NO	0.713 0.529	C A	0.024 0.000	0.134 0.037	0.010 0.000	YES NO	0.124 0.037	NO NO	
17.	[a] Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M. P.M.	0.640 0.616	B B	0.646 0.648	B B	0.006 0.032	NO NO	0.691 0.657	B B	0.000 0.000	-0.045 -0.009	0.000 0.000	NO NO	0.000 0.000	NO NO	
18.	[a] Lankershim Boulevard & SR 134 WB Off-Ramp	A.M. P.M.	0.935 0.597	E A	0.965 0.615	E B	0.030 0.018	YES NO	0.916 0.605	E B	0.021 0.000	0.049 0.010	0.021 0.000	YES NO	0.028 0.010	NO NO	
19.	[a] Lankershim Boulevard & Riverside Drive	A.M. P.M.	1.259 1.060	F F	1.337 1.092	F F	0.078 0.022	YES YES	1.192 0.995	F E	0.069 0.013	0.145 0.087	0.069 0.018	YES YES	0.076 0.069	NO NO	
20.	[a] Lankershim Boulevard & Moorpark Street	A.M. P.M.	1.368 1.178	F F	1.463 1.233	F F	0.095 0.055	YES YES	1.137 1.138	F F	0.086 0.046	0.326 0.095	0.075 0.017	YES YES	0.251 0.078	NO NO	
21.	[a] Lankershim Boulevard & Whipple Street	A.M. P.M.	0.951 0.489	E A	1.034 0.528	F A	0.083 0.039	YES NO	0.889 0.518	D A	0.074 0.000	0.145 0.010	0.065 0.000	YES NO	0.080 0.010	NO NO	
22.	[a] US 101 NB Ramps & Campo de Cahuenga Way	A.M. P.M.	0.235 0.667	A B	0.264 0.727	A C	0.029 0.060	NO YES	0.362 0.727	A C	0.000 0.027	-0.098 0.000	0.000 0.003	NO YES	0.000 0.000	NO YES	
23.	[a] Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.202 0.607	A B	0.219 0.671	A B	0.017 0.064	NO NO	0.237 0.697	A B	0.000 0.000	-0.018 -0.026	0.000 0.072	NO YES	0.000 0.000	NO NO	
24.	[a] Cahuenga Boulevard & Magnolia Boulevard	A.M. P.M.	1.828 1.403	F F	1.845 1.408	F F	0.017 0.005	YES NO	1.809 1.329	F F	0.008 0.000	0.036 0.079	0.016 0.000	NO NO	0.020 0.079	NO NO	
25.	[a] Cahuenga Boulevard & Huston Street	A.M. P.M.	0.940 0.549	E A	0.956 0.553	E A	0.016 0.004	YES NO	0.923 0.480	E A	0.007 0.000	0.033 0.073	0.000 0.000	NO NO	0.033 0.073	NO NO	
26.	[a] Cahuenga Boulevard & Camarillo Street	A.M. P.M.	1.489 1.278	F F	1.507 1.282	F F	0.018 0.004	YES NO	1.472 1.234	F F	0.009 0.000	0.035 0.048	0.017 0.000	YES NO	0.018 0.048	NO NO	
27.	[a] Cahuenga Boulevard & SR 134 WB Off-Ramp	A.M. P.M.	0.702 0.555	C A	0.805 0.591	D A	0.103 0.036	YES NO	0.740 0.554	C A	0.064 0.000	0.065 0.037	0.000 0.000	NO NO	0.065 0.037	NO NO	

ATTACHMENT F1 (Continued)
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures								Residual Significant Impact?	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit		Required V/C Improvement to eliminate Evolution Plan Significant Impact
28. [a]	Cahuenga Boulevard & SR 134 EB Ramps	A.M. P.M.	0.924 0.969	E E	0.966 1.077	E F	0.042 0.108	YES YES	0.678 0.899	B D	0.033 0.099	0.288 0.178	0.010 0.088	YES YES	0.278 0.090		NO NO
29. [a]	Cahuenga Boulevard & Riverside Drive	A.M. P.M.	1.158 1.291	F F	1.221 1.372	F F	0.063 0.081	YES YES	1.019 1.215	F E	0.054 0.072	0.202 0.157	0.065 0.067	YES YES	0.137 0.090		NO NO
30. [a]	Cahuenga Boulevard & Moorpark Street	A.M. P.M.	1.047 1.117	F F	1.129 1.202	F F	0.082 0.085	YES YES	0.987 1.148	F F	0.073 0.076	0.142 0.054	0.003 0.138	YES YES	0.003 0.000	0.070 0.076	YES YES
31. [a]	Cahuenga Boulevard & Whipple Street	A.M. P.M.	0.658 0.692	B B	0.727 0.777	C C	0.069 0.085	YES YES	0.578 0.723	A C	0.027 0.046	0.149 0.054	0.000 0.000	NO NO	0.149 0.054		NO NO
33. [a]	Lankershim Boulevard & Cahuenga Boulevard	A.M. P.M.	0.837 0.636	D B	0.938 0.699	E B	0.101 0.063	YES NO	0.745 0.602	C B	0.082 0.000	0.193 0.097	0.090 0.000	YES NO	0.103 0.097		NO NO
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.715 0.904	C E	0.769 1.000	C E	0.054 0.096	YES YES	0.579 0.987	A C	0.015 0.087	0.190 0.213	0.000 0.116	NO YES	0.190 0.097		NO NO
35. [a], [b]	Lankershim Boulevard & Main Street	A.M. P.M.	0.880 0.760	D C	0.939 0.965	E E	0.059 0.205	YES YES	0.726 0.721	C C	0.040 0.166	0.213 0.244	0.110 0.114	PARTIAL PARTIAL	0.103 0.130	0.036 0.098	NO YES
36. [a], [b]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M. P.M.	1.034 1.375	F F	1.254 1.563	F F	0.220 0.188	YES YES	1.121 1.120	F F	0.211 0.179	0.133 0.443	0.020 0.179	PARTIAL PARTIAL	0.113 0.303		YES NO
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.937 0.877	E D	0.994 0.978	F E	0.157 0.101	YES YES	0.730 0.647	C B	0.060 0.082	0.364 0.331	0.060 0.000	YES NO	0.304 0.331		NO NO
38. [a], [c]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M. P.M.	0.952 0.911	E E	1.003 0.945	F E	0.051 0.034	YES YES	0.884 0.925	D C	0.042 0.079	0.119 0.055	0.011 0.011	YES YES	0.108 0.144		NO NO
39. [a]	US 101 SB Ramps/Regal Place & Cahuenga Boulevard	A.M. P.M.	0.846 0.810	D D	0.882 0.850	E D	0.036 0.040	YES YES	0.817 0.657	C B	0.017 0.021	0.065 0.193	0.000 0.000	NO NO	0.065 0.193		NO NO
40. [a]	Ledge Avenue/Moorpark Way & Riverside Drive	A.M. P.M.	1.070 1.067	F F	1.110 1.125	F F	0.040 0.058	YES YES	0.894 0.918	D E	0.031 0.049	0.093 0.207	0.094 0.094	YES YES	0.123 0.113		NO NO
41. [a]	Foman Avenue & Riverside Drive	A.M. P.M.	0.798 0.901	C B	0.820 0.939	D E	0.022 0.038	YES YES	0.759 0.855	C D	0.003 0.029	0.061 0.084	0.000 0.022	NO YES	0.061 0.062		NO NO
42. [a]	Broadlawn Drive & Cahuenga Boulevard	A.M. P.M.	0.661 0.447	E A	0.692 0.527	B A	0.031 0.080	NO NO	0.656 0.490	B A	0.000 0.000	0.036 0.037	0.000 0.000	NO NO	0.036 0.037		NO NO
43. [a]	Universal Center Drive/Universal Studios Boulevard & Buddy Holly Drive	A.M. P.M.	0.397 0.892	A D	0.413 0.876	A D	0.016 -0.016	NO NO	0.403 0.866	A D	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010		NO NO
44. [a]	Universal Studios Boulevard & Cahuenga Boulevard	A.M. P.M.	0.668 0.724	B C	0.705 0.800	C C	0.037 0.076	NO YES	0.591 0.658	A B	0.000 0.037	0.114 0.142	0.000 0.000	NO NO	0.114 0.142		NO NO
45. [a]	Oakshire Drive & Cahuenga Boulevard	A.M. P.M.	0.718 0.776	C C	0.753 0.844	C D	0.035 0.068	NO YES	0.649 0.637	B B	0.000 0.044	0.104 0.207	0.000 0.000	NO NO	0.104 0.207		NO NO
46. [a]	US 101 SB Ramps w/o Barham Boulevard & Cahuenga Boulevard	A.M. P.M.	1.225 1.368	F F	1.283 1.468	F F	0.058 0.100	YES YES	1.171 1.222	F F	0.049 0.091	0.112 0.246	0.000 0.000	NO NO	0.112 0.246		NO NO
47. [a]	Barham Boulevard & Cahuenga Boulevard	A.M. P.M.	1.072 1.356	F F	1.092 1.374	F F	0.020 0.018	YES YES	1.079 1.322	F F	0.011 0.009	0.013 0.052	0.000 0.007	NO YES	0.013 0.045		NO NO
48. [a]	Barham Boulevard & Buddy Holly Drive/Cahuenga Boulevard	A.M. P.M.	1.109 1.323	F E	1.121 1.321	F F	0.012 -0.002	YES NO	1.103 1.321	F E	0.003 0.000	0.018 0.030	0.000 0.000	NO NO	0.018 0.030		NO NO
49. [a]	Oakcrest Drive & Cahuenga Boulevard	A.M. P.M.	0.973 0.723	E C	0.992 0.739	E C	0.019 0.016	YES NO	0.962 0.721	E C	0.010 0.000	0.030 0.018	0.000 0.000	NO NO	0.030 0.018		NO NO
50. [a]	Mulholland Drive & Cahuenga Boulevard	A.M. P.M.	1.051 1.061	F F	1.075 1.085	F F	0.024 0.024	YES YES	1.046 1.066	F F	0.015 0.015	0.029 0.019	0.000 0.000	NO NO	0.029 0.019		NO NO
51. [a]	Cahuenga Boulevard & Hillpark Drive	A.M. P.M.	0.869 0.725	D C	0.885 0.738	D C	0.016 0.013	NO NO	0.857 0.719	D C	0.000 0.000	0.028 0.019	0.000 0.000	NO NO	0.028 0.019		NO NO
52. [a]	Barham Boulevard & De Witt Drive	A.M. P.M.	1.028 1.005	F F	1.040 1.005	F F	0.012 0.000	YES NO	1.018 0.917	F E	0.003 0.000	0.022 0.088	0.000 0.000	NO NO	0.022 0.088		NO NO
53. [a]	Barham Boulevard & Lake Hollywood Drive	A.M. P.M.	1.168 1.093	F F	1.179 1.115	F F	0.011 0.022	YES YES	1.157 1.094	F F	0.002 0.013	0.022 0.021	0.000 0.000	NO NO	0.022 0.021		NO NO
54. [a]	Barham Boulevard & Coyote Canyon Road	A.M. P.M.	1.049 0.927	F E	1.010 0.923	F E	0.010 -0.004	YES NO	1.038 0.896	F D	0.001 0.000	0.051 0.027	0.009 0.000	YES NO	0.001 0.000	0.021 0.027	NO NO

ATTACHMENT F1 (Continued)
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10			Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures								Residual Significant Impact?
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	
55.	[a]	Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive	A.M.	1.352	F	1.383	F	0.031	YES	1.241	F	0.022	0.142	0.000	NO	0.142	NO
56.	[a]	Warner Brothers Studios Gate 7/Gate 8 & Forest Lawn Drive	P.M.	1.204	F	1.213	F	0.009	NO	1.077	F	0.000	0.136	0.000	NO	0.136	NO
57.	[a]	Memorial Drive & Forest Lawn Drive	A.M.	0.542	A	0.559	A	0.017	NO	0.537	A	0.000	-0.009	0.000	NO	0.000	NO
58.	[a]	Mount Sinai Drive & Forest Lawn Drive	P.M.	0.535	A	0.552	A	0.017	NO	0.534	A	0.000	0.022	0.000	NO	0.022	NO
59.	[a]	Forest Lawn Drive & Zoo Drive	A.M.	0.443	A	0.460	A	0.017	NO	0.441	A	0.000	-0.010	0.000	NO	0.000	NO
60.	[a]	Forest Lawn Drive & Zoo Drive	P.M.	0.816	D	0.843	D	0.027	YES	0.708	C	0.030	0.019	0.000	NO	0.019	NO
61.	[a]	Cahuenga Boulevard/Highland Avenue & Pat Moore Way/US 101 On-Ramps	A.M.	0.738	C	0.748	C	0.010	NO	0.738	C	0.000	0.135	0.000	NO	0.135	NO
62.	[a]	Highland Avenue & Odin Street	P.M.	0.616	B	0.636	B	0.020	NO	0.626	B	0.000	0.010	0.000	NO	0.010	NO
63.	[a]	Highland Avenue & Odin Street	A.M.	0.861	D	0.872	D	0.011	NO	0.862	D	0.000	0.010	0.000	NO	0.010	NO
64.	[a]	Highland Avenue & Camrose Drive	P.M.	0.710	C	0.720	C	0.010	NO	0.710	C	0.000	0.010	0.000	NO	0.010	NO
65.	[a], [d]	Highland Avenue & Franklin Avenue	A.M.	0.744	C	0.751	C	0.007	NO	0.741	C	0.000	0.010	0.000	NO	0.010	NO
66.	[a], [d]	Highland Avenue & Franklin Avenue	P.M.	0.697	B	0.702	C	0.005	NO	0.692	B	0.000	0.010	0.000	NO	0.010	NO
67.	[a]	Franklin Place/Franklin Avenue	A.M.	-	F	-	F	0.010	YES	-	F	0.001	0.010	0.000	NO	0.010	NO
68.	[a]	Franklin Avenue	P.M.	-	F	-	F	0.005	NO	-	F	0.000	0.010	0.000	NO	0.010	NO
69.	[a]	Franklin Avenue	A.M.	-	F	-	F	0.014	YES	-	F	0.005	0.010	0.002	YES	0.008	NO
70.	[a]	Franklin Avenue	P.M.	-	F	-	F	0.009	NO	-	F	0.000	0.010	0.000	NO	0.010	NO
71.	[a]	Odin Street & Cahuenga Boulevard	A.M.	0.571	A	0.577	A	0.006	NO	0.577	A	0.000	0.000	0.000	NO	0.000	NO
72.	[a]	Cahuenga Boulevard & US 101 NB Off-Ramp	P.M.	0.652	B	0.663	B	0.011	NO	0.775	C	0.000	0.000	0.000	NO	0.000	NO
73.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.875	D	0.880	D	0.005	NO	0.775	C	0.000	0.000	0.000	NO	0.000	NO
74.	[a]	Cahuenga Boulevard & Hollywood Boulevard	P.M.	1.325	F	1.328	F	0.003	NO	1.077	F	0.000	0.000	0.000	NO	0.000	NO
75.	[a]	Cahuenga Boulevard & Franklin Avenue/US 101 SB Off-Ramp	A.M.	0.825	D	0.829	D	0.004	NO	0.870	D	0.000	0.010	0.000	NO	0.010	NO
76.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.665	B	0.665	B	0.000	NO	0.870	D	0.000	0.010	0.000	NO	0.010	NO
77.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.925	E	0.927	E	0.002	NO	0.855	B	0.000	0.000	0.000	NO	0.000	NO
78.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.825	D	0.829	D	0.004	NO	0.927	E	0.000	0.000	0.000	NO	0.000	NO
79.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.665	B	0.665	B	0.000	NO	0.829	D	0.000	0.000	0.000	NO	0.000	NO
80.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.543	A	0.545	A	0.002	NO	0.855	B	0.000	0.010	0.000	NO	0.010	NO
81.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.776	C	0.778	C	0.002	NO	0.535	A	0.000	-0.017	0.000	NO	0.010	NO
82.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.889	D	0.891	D	0.002	NO	0.795	C	0.000	0.004	0.000	NO	0.004	NO
83.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.866	D	0.877	D	0.011	NO	0.887	D	0.000	0.004	0.000	NO	0.004	NO
84.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	1.203	F	1.209	F	0.006	NO	0.847	D	0.000	0.030	0.000	NO	0.030	NO
85.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.526	A	0.528	A	0.002	NO	0.847	D	0.000	0.070	0.000	NO	0.070	NO
86.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.626	B	0.627	B	0.001	NO	1.139	F	0.000	-0.013	0.000	NO	0.000	NO
87.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.740	C	0.755	C	0.015	NO	0.627	B	0.000	0.000	0.000	NO	0.000	NO
88.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.827	D	0.849	D	0.022	YES	0.647	B	0.000	0.108	0.000	NO	0.108	NO
89.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.789	C	0.793	C	0.004	NO	0.764	C	0.003	0.085	0.000	NO	0.085	NO
90.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.696	B	0.701	C	0.005	NO	0.757	C	0.000	0.036	0.000	NO	0.036	NO
91.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.987	E	0.994	E	0.007	NO	0.651	B	0.000	0.050	0.000	NO	0.050	NO
92.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	1.078	F	1.094	F	0.016	YES	0.978	E	0.000	0.016	0.000	NO	0.016	NO
93.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.818	D	0.834	D	0.016	NO	1.011	F	0.007	0.083	0.005	YES	0.078	NO
94.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.641	B	0.645	B	0.004	NO	0.809	D	0.000	0.025	0.000	NO	0.025	NO
95.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.967	E	0.986	E	0.019	YES	0.604	B	0.000	0.041	0.000	NO	0.041	NO
96.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.948	E	0.965	E	0.017	YES	0.770	C	0.008	0.127	0.000	NO	0.127	NO
97.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.807	D	0.811	D	0.004	NO	0.195	C	0.000	0.195	0.000	NO	0.195	NO
98.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.853	D	0.859	D	0.006	NO	0.781	C	0.000	0.030	0.000	NO	0.030	NO
99.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.652	B	0.661	B	0.009	NO	0.865	D	0.000	-0.006	0.000	NO	0.000	NO
100.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	0.825	D	0.831	D	0.006	NO	0.648	B	0.000	0.013	0.000	NO	0.013	NO
101.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	1.315	F	1.319	F	0.004	NO	0.795	C	0.000	0.036	0.000	NO	0.036	NO
102.	[a]	Cahuenga Boulevard & Franklin Avenue	P.M.	1.266	F	1.272	F	0.006	NO	1.323	F	0.000	-0.004	0.000	NO	0.000	NO
103.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	1.266	F	1.272	F	0.006	NO	1.272	F	0.000	0.000	0.000	NO	0.000	NO

ATTACHMENT F1 (Continued)
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures							Residual Significant Impact?	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal		Leftover Mitigation V/C after Metro Universal Required Credit
85. [e]	Cordova Street/SR 134 WB Off-Ramp & Alameda Avenue	A.M. P.M.	1.052 0.941	F E	1.055 0.955	F E	0.003 0.014	NO YES	1.055 0.949	F E	0.000 0.005	0.000 0.006	0.000 0.008	NO NO	0.000 0.000	NO NO
86. [e]	Hollywood Way & Olive Avenue	A.M. P.M.	0.791 1.207	C F	0.796 1.209	C F	0.005 0.002	NO NO	0.800 1.216	C F	0.000 0.005	-0.004 -0.007	0.000 0.000	NO NO	0.000 0.000	NO NO
87. [e]	Olive Avenue & Riverside Drive	A.M. P.M.	0.786 0.871	C D	0.788 0.872	C D	0.002 0.001	NO NO	0.788 0.868	C D	0.000 0.000	0.000 0.004	0.000 0.000	NO NO	0.000 0.004	NO NO
88. [e]	Lima Street & Olive Avenue	A.M. P.M.	0.435 0.452	A A	0.435 0.453	A A	0.000 0.001	NO NO	0.406 0.430	A A	0.000 0.000	0.029 0.023	0.000 0.000	NO NO	0.029 0.023	NO NO
89. [e]	Olive Avenue & Alameda Avenue	A.M. P.M.	0.937 1.100	E F	0.941 1.108	E F	0.004 0.008	NO NO	0.852 1.061	D F	0.000 0.000	0.089 0.047	0.000 0.000	NO NO	0.089 0.047	NO NO
90.	California Street & Riverside Drive	A.M. P.M.	0.605 0.827	B D	0.606 0.829	B D	0.001 0.002	NO NO	0.606 0.825	B D	0.000 0.000	0.000 0.004	0.000 0.000	NO NO	0.000 0.004	NO NO
91. [e]	Bob Hope Drive & Alameda Avenue	A.M. P.M.	0.985 1.013	E F	0.986 1.017	E F	0.001 0.004	NO NO	0.986 1.017	E F	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
92. [e]	Buena Vista Street & Alameda Avenue	A.M. P.M.	0.937 0.946	E E	0.938 0.949	E E	0.001 0.003	NO NO	0.933 0.949	E E	0.000 0.000	0.005 0.000	0.000 0.000	NO NO	0.005 0.000	NO NO
93.	Buena Vista Street/SR 134 EB On-Ramp & Riverside Drive/SR 134 WB Ramps	A.M. P.M.	1.075 1.020	F F	1.075 1.023	F F	0.000 0.003	NO NO	1.073 1.019	F F	0.000 0.000	0.002 0.004	0.000 0.000	NO NO	0.002 0.004	NO NO
95. [e]	Buena Vista Street & Olive Avenue	A.M. P.M.	1.121 1.099	F F	1.123 1.100	F F	0.002 0.001	NO NO	1.076 1.052	F F	0.000 0.000	0.047 0.048	0.000 0.000	NO NO	0.047 0.048	NO NO
96. [a], [c]	Sepulveda Boulevard & Ventura Boulevard	A.M. P.M.	1.291 1.485	F F	1.291 1.485	F F	0.000 0.000	NO NO	1.264 1.485	F F	0.000 0.000	0.027 0.000	0.000 0.000	NO NO	0.027 0.000	NO NO
97. [a]	Noble Avenue & Ventura Boulevard	A.M. P.M.	0.815 0.873	D D	0.828 0.884	D D	0.013 0.011	NO NO	0.791 0.847	C D	0.000 0.000	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
98. [a]	Kester Avenue & Ventura Boulevard	A.M. P.M.	0.777 0.818	C D	0.777 0.830	C D	0.000 0.012	NO NO	0.753 0.793	C C	0.000 0.000	0.024 0.037	0.000 0.000	NO NO	0.024 0.037	NO NO
99. [a]	Willis Avenue & Ventura Boulevard	A.M. P.M.	0.676 0.729	B C	0.691 0.747	B C	0.015 0.018	NO NO	0.654 0.710	B C	0.000 0.000	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
100. [a]	Cedros Avenue (West) & Ventura Boulevard	A.M. P.M.	0.784 0.941	C E	0.798 0.959	C E	0.014 0.018	NO YES	0.761 0.922	C E	0.000 0.009	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
101. [a]	Cedros Avenue (East) & Ventura Boulevard	A.M. P.M.	1.078 0.835	F D	1.094 0.838	F D	0.016 0.003	YES NO	1.056 0.800	F C	0.007 0.000	0.038 0.038	0.000 0.000	NO NO	0.038 0.038	NO NO
102. [a]	Van Nuys Avenue & Ventura Boulevard	A.M. P.M.	1.125 1.297	F F	1.143 1.318	F F	0.018 0.021	YES YES	1.103 1.278	F F	0.009 0.012	0.040 0.040	0.000 0.000	NO NO	0.040 0.040	NO NO
103. [a]	Tyrone Avenue/Beverly Glen Boulevard & Ventura Boulevard	A.M. P.M.	0.864 1.004	D F	0.879 1.006	D F	0.015 0.002	NO NO	0.843 0.969	D E	0.000 0.000	0.036 0.037	0.000 0.000	NO NO	0.036 0.037	NO NO
104. [a]	Hazeltine Avenue (West) & Ventura Boulevard	A.M. P.M.	0.751 0.871	C D	0.767 0.890	C D	0.016 0.019	NO NO	0.730 0.853	C D	0.000 0.000	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
105. [a]	Stern Avenue (West) & Ventura Boulevard	A.M. P.M.	0.597 0.605	A B	0.613 0.624	B B	0.016 0.019	NO NO	0.577 0.587	A A	0.000 0.000	0.036 0.037	0.000 0.000	NO NO	0.036 0.037	NO NO
106. [a], [c]	Woodman Avenue & Ventura Boulevard	A.M. P.M.	0.818 0.903	D E	0.835 0.923	D E	0.017 0.020	NO YES	0.799 0.886	C D	0.000 0.011	0.036 0.037	0.000 0.000	NO NO	0.036 0.037	NO NO
107. [a]	Sunnyslope Avenue & Ventura Boulevard	A.M. P.M.	0.697 0.624	B B	0.714 0.644	C B	0.017 0.020	NO NO	0.677 0.607	B B	0.000 0.000	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
108. [a]	Dixie Canyon Avenue & Ventura Boulevard	A.M. P.M.	0.665 0.701	B C	0.682 0.722	B C	0.017 0.021	NO NO	0.645 0.685	B B	0.000 0.000	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
109. [a]	Fulton Avenue & Ventura Boulevard	A.M. P.M.	0.857 0.868	D D	0.874 0.888	D D	0.017 0.020	NO YES	0.837 0.851	D D	0.000 0.001	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
110. [a]	Valley Vista Boulevard/Ethel Avenue & Ventura Boulevard	A.M. P.M.	0.775 0.765	C C	0.795 0.786	C C	0.020 0.021	NO NO	0.758 0.749	C C	0.000 0.000	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
111. [a]	Coldwater Canyon Avenue & Ventura Boulevard	A.M. P.M.	1.217 1.491	F F	1.237 1.515	F F	0.020 0.024	YES YES	1.197 1.475	F F	0.011 0.015	0.040 0.040	0.007 0.007	YES YES	0.033 0.033	NO NO

ATTACHMENT F1 (Continued)
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PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS))

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures								Residual Significant Impact?	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit		Required V/C Improvement to eliminate Evolution Plan Significant Impact
112.	[a]	Whitsett Avenue/Laurel Terrace Drive & Ventura Boulevard	A.M. P.M.	0.744 0.904	C E	0.765 0.928	C E	0.021 0.024	NO YES	0.725 0.888	C D	0.000 0.015	0.040 0.040	0.000 0.002	NO YES	0.040 0.038	NO NO
113.	[a]	Laurelgrove Avenue & Ventura Boulevard	A.M. P.M.	0.609 0.729	B C	0.629 0.752	B C	0.020 0.023	NO NO	0.592 0.715	A C	0.000 0.000	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
114.	[a]	Vantage Avenue & Ventura Boulevard	A.M. P.M.	0.682 0.710	B C	0.704 0.733	C C	0.022 0.023	NO NO	0.667 0.697	B B	0.000 0.000	0.037 0.036	0.000 0.000	NO YES	0.037 0.036	NO NO
115.	[a], [c]	Laurel Canyon Boulevard & Ventura Boulevard	A.M. P.M.	1.152 1.069	F F	1.175 1.095	F F	0.023 0.026	YES YES	1.135 1.055	F F	0.014 0.017	0.040 0.040	0.013 0.013	YES YES	0.027 0.027	NO NO
116.	[a]	Radford Avenue/Ventura Place & Ventura Boulevard	A.M. P.M.	0.649 0.640	B B	0.673 0.645	B B	0.024 0.005	NO NO	0.634 0.606	B B	0.000 0.000	0.039 0.039	0.000 0.000	NO NO	0.039 0.039	NO NO
118.	[a]	Lankershim Boulevard/Tujunga Avenue & Burbank Boulevard	A.M. P.M.	1.189 1.170	F F	1.194 1.178	F F	0.005 0.008	NO NO	1.184 1.168	F F	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
119.	[a]	Vineyard Avenue & Burbank Boulevard	A.M. P.M.	0.843 0.798	D C	0.850 0.803	D C	0.007 0.005	NO NO	0.840 0.793	D C	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
120.	[a]	Cahuenga Boulevard & Burbank Boulevard	A.M. P.M.	1.169 1.080	F F	1.174 1.084	F F	0.005 0.004	NO NO	1.147 1.074	F F	0.000 0.000	0.027 0.010	0.000 0.000	NO NO	0.027 0.010	NO NO
121.	[a]	Cahuenga Boulevard & Chandler Boulevard	A.M. P.M.	0.471 0.706	A C	0.476 0.712	A C	0.005 0.006	NO NO	0.455 0.695	A B	0.000 0.000	0.021 0.017	0.000 0.000	NO NO	0.021 0.017	NO NO
122.		La Cienega Boulevard & Sunset Boulevard	A.M. P.M.	0.831 1.218	D F	0.832 1.222	D F	0.001 0.004	NO NO	0.832 1.222	D F	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
123.	[c]	La Cienega Boulevard & Santa Monica Boulevard	A.M. P.M.	1.067 0.916	F E	1.066 0.917	F E	-0.001 0.001	NO NO	1.066 0.917	F E	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
124.	[a]	Laurel Canyon Boulevard & Hollywood Boulevard	A.M. P.M.	0.607 0.754	B C	0.611 0.754	B C	0.004 0.000	NO NO	0.601 0.744	B C	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
125.	[a]	Crescent Heights Boulevard & Sunset Boulevard	A.M. P.M.	1.243 0.981	F E	1.250 0.981	F E	0.007 0.000	NO NO	1.250 0.981	F E	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
126.	[a]	Fairfax Avenue & Hollywood Boulevard	A.M. P.M.	0.950 0.875	E D	0.953 0.875	E D	0.003 0.000	NO NO	0.953 0.875	E D	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
127.	[a]	Fairfax Avenue & Sunset Boulevard	A.M. P.M.	0.728 0.949	C E	0.730 0.952	C E	0.002 0.003	NO NO	0.730 0.952	C E	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
128.	[a], [d]	La Brea Avenue & Franklin Avenue	A.M. P.M.	- -	E E	- -	E E	0.007 0.007	NO NO	- -	E E	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
129.	[a]	La Brea Avenue & Hollywood Boulevard	A.M. P.M.	1.026 0.930	F E	1.033 0.934	F E	0.007 0.004	NO NO	1.023 0.924	F E	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
130.	[a]	La Brea Avenue & Sunset Boulevard	A.M. P.M.	0.929 1.091	E F	0.933 1.101	E F	0.004 0.010	NO YES	0.923 1.091	E F	0.000 0.001	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
131.		La Brea Avenue & Fountain Avenue	A.M. P.M.	1.076 1.033	F F	1.079 1.035	F F	0.003 0.002	NO NO	1.079 1.035	F F	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
132.		La Brea Avenue & Santa Monica Boulevard	A.M. P.M.	0.977 1.080	E F	0.979 1.083	E F	0.002 0.003	NO NO	0.979 1.083	E F	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
133.	[a], [d]	Highland Avenue & Hollywood Boulevard	A.M. P.M.	- -	F F	- -	F F	0.016 0.017	YES YES	- -	F F	0.007 0.008	0.010 0.010	0.002 0.002	YES YES	0.008 0.008	NO NO
134.	[a]	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.930 0.896	E D	0.949 0.914	E D	0.019 0.018	YES YES	0.939 0.904	E E	0.010 0.009	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
135.	[a]	Highland Avenue & Fountain Avenue	A.M. P.M.	0.991 0.793	E C	0.989 0.804	E D	0.008 0.011	NO NO	0.989 0.794	E C	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
136.	[a], [c]	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.918 0.938	E E	0.922 0.939	E E	0.004 0.001	NO NO	0.912 0.929	E E	0.000 0.000	0.010 0.010	0.000 0.000	NO NO	0.010 0.010	NO NO
137.	[a]	Kester Avenue (East) & Ventura Boulevard	A.M. P.M.	0.697 0.996	B E	0.710 1.010	C F	0.013 0.014	NO YES	0.673 0.973	B E	0.000 0.005	0.037 0.037	0.000 0.000	NO NO	0.037 0.037	NO NO
138.		San Vicente Boulevard/Clark St & Sunset Boulevard	A.M. P.M.	0.959 1.117	E F	0.962 1.119	E F	0.003 0.002	NO NO	0.962 1.119	E F	0.000 0.000	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO

ATTACHMENT F1 (Continued)
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures							Residual Significant Impact?	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal		Leftover Mitigation V/C after Metro Universal Required Credit
139.	[a]	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.907 0.814	E D	0.908 0.817	E D	0.001 0.003	NO NO	0.898 0.807	D D	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
140.	[a]	Lankershim Boulevard & Chandler Boulevard (North)	A.M. P.M.	0.594 0.353	A A	0.601 0.356	B A	0.007 0.003	NO NO	0.601 0.356	B A	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
141.	[a]	SR 170 SB Ramps & Magnolia Boulevard	A.M. P.M.	0.776 0.606	C B	0.787 0.607	C B	0.011 0.001	NO NO	0.749 0.563	C A	0.000 0.000	0.038 0.044	NO NO	0.038 0.044	NO NO
142.	[a]	SR 170 NB Ramps & Magnolia Boulevard	A.M. P.M.	0.551 0.712	A C	0.561 0.715	A C	0.010 0.003	NO NO	0.521 0.705	A C	0.000 0.000	0.040 0.010	NO NO	0.040 0.010	NO NO
144.	[a]	Coldwater Canyon Avenue & US 101 NB Ramps	A.M. P.M.	0.560 0.551	A A	0.561 0.552	A A	0.001 0.001	NO NO	0.551 0.542	A A	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
145.	[a]	Coldwater Canyon Avenue & US 101 SB Ramps	A.M. P.M.	0.632 0.605	B B	0.633 0.605	B B	0.001 0.000	NO NO	0.623 0.595	B A	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
146.	[a]	Coldwater Canyon Avenue & Moorpark Street	A.M. P.M.	0.953 1.103	E F	0.955 1.104	E F	0.002 0.001	NO NO	0.945 1.094	E F	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
147.	[a]	Laurel Canyon Boulevard & US 101 NB Ramps	A.M. P.M.	0.765 0.692	C B	0.765 0.692	C B	0.000 0.000	NO NO	0.755 0.682	C B	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
148.	[a]	Laurel Canyon Boulevard & US 101 SB Ramps	A.M. P.M.	0.735 0.646	C B	0.736 0.646	C B	0.001 0.000	NO NO	0.726 0.636	C B	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
149.	[a]	Laurel Canyon Boulevard & Moorpark Street	A.M. P.M.	1.174 1.287	F F	1.177 1.290	F F	0.003 0.003	NO NO	1.167 1.280	F F	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
150.	[a]	Colfax Avenue & Riverside Drive	A.M. P.M.	1.000 1.005	E F	1.001 1.006	F F	0.001 0.001	NO NO	0.991 0.996	E E	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
151.	[a]	Colfax Avenue & Moorpark Street	A.M. P.M.	0.864 0.654	D B	0.866 0.655	D B	0.002 0.001	NO NO	0.856 0.645	D B	0.000 0.000	0.010 0.010	NO NO	0.010 0.010	NO NO
152.	[a]	Lankershim Boulevard & Chandler Boulevard (South)	A.M. P.M.	0.758 0.609	C B	0.766 0.619	C B	0.008 0.010	NO NO	0.766 0.619	C B	0.000 0.000	0.000 0.000	NO NO	0.000 0.000	NO NO
153.	[e]	Hollywood Way & Verdugo Avenue	A.M. P.M.	1.265 1.162	F F	1.267 1.165	F F	0.002 0.003	NO NO	1.271 1.162	F F	0.000 0.000	-0.004 0.003	NO NO	0.000 0.000	NO NO
154.	[e]	Hollywood Way & Magnolia Boulevard	A.M. P.M.	1.277 1.053	F F	1.279 1.054	F F	0.002 0.001	NO NO	1.283 1.054	F F	0.000 0.000	-0.004 0.000	NO NO	0.000 0.000	NO NO
155.	[e]	Buena Vista Street & Verdugo Avenue	A.M. P.M.	1.012 1.176	F F	1.013 1.181	F F	0.001 0.005	NO NO	1.015 1.178	F F	0.000 0.000	-0.002 0.003	NO NO	0.000 0.003	NO NO
156.	[e]	Buena Vista Street & Magnolia Boulevard	A.M. P.M.	1.068 1.147	F F	1.072 1.147	F F	0.004 0.000	NO NO	1.074 1.147	F F	0.000 0.000	-0.002 0.000	NO NO	0.000 0.000	NO NO
160.		Vineland Avenue & US 101 SB Ramps	A.M. P.M.	0.724 0.664	C B	0.762 0.680	C B	0.038 0.016	NO NO	0.580 0.597	A A	0.000 0.000	0.083 0.083	NO NO	0.181 0.083	NO NO

Notes:

- [a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
 [b] The mitigation proposed for the intersection by Metro Universal was further expanded by the Evolution Plan.
 [c] Denotes CMP arterial monitoring station.
 [d] Traffic counts at this location were not fully representative of the situation due to downstream constraints and pedestrian conflicts. LOS is based on field observations and has not been calculated based on the Universal City Transportation Model.
 [e] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

ATTACHMENT F2

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10 LEVEL OF SERVICE SUMMARY - UNSIGNALIZED INTERSECTIONS

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures		
			Delay	LOS	Delay	LOS	Meets Signal Warrants [a]	V/C or Delay	LOS	Meets Signal Warrants/Signal Proposed? [a]
15.	[b], [c] SR 134 EB On-Ramp e/o Vineland Avenue & Riverside Drive	A.M. P.M.	**	F	**	F	YES	0.570	A	YES
32.	[c], [d] Cahuenga Boulevard & Valley Spring Lane	A.M. P.M.	**	F	**	F	YES	0.663	B	YES
60.	[d] Forest Lawn Drive & SR 134 EB Ramps	A.M. P.M.	**	F	**	F	NO	0.547	A	YES [e]
61.	[c], [d] Forest Lawn Drive & SR 134 WB Ramps	A.M. P.M.	35.1	E	**	D	YES	26.6	D	N/A
72.	[c], [d] Lankershim Boulevard & Muddy Waters Drive	A.M. P.M.	**	F	**	F	YES	0.663	B	YES
73.	[d] Lankershim Boulevard & Jimmy Hendrix Drive	A.M. P.M.	**	F	**	F	YES	0.439	A	YES
94.	[d] SR 134 EB On-Ramp/Screenland Drive & Riverside Drive	A.M. P.M.	14.1 24.1 13.2 33.6	B C A.M. D	15.8 32.2 13.3 34.5	C D B D	YES	0.545	A	YES
117.	[b], [c] US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	A.M. P.M.	0.0 0.0	A A	0.0 0.0	A A	N/A	0.602	B	YES
143.	[b] Tujunga Avenue & SR 170 NB On-Ramp/Private Driveway	A.M. P.M.	16.5 12.5	C B	16.7 12.7	C B	N/A	0.685	B	YES
157.	[c], [d] Tujunga Avenue & US 101 SB Off-Ramp	A.M. P.M.	16.0 53.2	C F	16.0 53.2	C F	N/A	12.7	C	N/A
158.	[b] Tujunga Avenue & US 101 NB On-Ramp	A.M. P.M.	12.2 10.6	B B	12.2 10.6	B B	N/A	53.2	F	N/A
159.	[d] US 101 SB Off-Ramp & Riverside Drive	A.M. P.M.	25.3 14.5	D B	31.9 15.0	D B	N/A	12.2	B	N/A
161.	[b], [c] US 101 NB On-Ramp & Moorpark Street	A.M. P.M.	11.0 18.0	B C	11.1 18.7	B C	N/A	10.6	B	N/A
162.	[c], [d] Cahuenga Boulevard & US 101 SB Ramps	A.M. P.M.	**	F	**	F	YES	20.7	C	N/A
163.	[d] Bob Hope Drive & SR 134 EB Off-Ramp	A.M. P.M.	**	F	**	F	YES	13.9	B	N/A
164.	[b], [c] SR 134 WB On-Ramp & Alameda Avenue	A.M. P.M.	0.0 0.0	A A	0.0 0.0	A A	N/A	11.1	B	N/A
							N/A	18.7	C	N/A
							N/A	1.155	F	YES
							N/A	1.321	F	YES
							N/A	**	F	N/A
							N/A	**	F	N/A
							N/A	0.0	A	N/A
							N/A	0.0	A	N/A

Notes:

- [a] The unsignalized intersections are analyzed for signal warrants only if the intersection is projected to operate at LOS E or F and Alternative 10 adds traffic to the intersection. N/A signifies that the intersection operates at LOS D or better and/or Alt Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in sec
- [b] Intersection is proposed to be signalized as part of the Project Improvement program and will operate under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was include in the analysis.
- [c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based o
- [d] While the intersection does not meet signal warrants, the Project would fund the installation of a traffic signal as part of the Neighborhood Traffic Management Plan upon LADOT's approval.
- ** Indicates oversaturated conditions, i.e. long waits at the approaches controlled by stop signs. Delay cannot be calculated.

ATTACHMENT G**NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
TRAFFIC SIGNAL UPGRADES**

The applicant shall fund the upgrade of the traffic signal controllers to provide a Type 2070 controller at the following intersections:

1. Barham Boulevard and Buddy Holly Drive/Cahuenga Boulevard
2. Barham Boulevard and Coyote Canyon Road
3. Barham Boulevard and Lakeside Plaza Drive/Forest Lawn Drive
4. Broadlawn Drive and Cahuenga Boulevard
5. Cahuenga Boulevard and Burbank Boulevard
6. Cahuenga Boulevard and Camarillo Street
7. Cahuenga Boulevard and Chandler Boulevard
8. Cahuenga Boulevard and Hillpark Drive
9. Cahuenga Boulevard and Huston Street
10. Cahuenga Boulevard and Magnolia Boulevard
11. Cahuenga Boulevard and Moorpark Street
12. Cahuenga Boulevard and Riverside Drive
13. Cahuenga Boulevard and SR 134 eastbound ramps
14. Cahuenga Boulevard and SR 134 westbound off-ramp
15. Cahuenga Boulevard and Whipple Street
16. Coldwater Canyon Avenue and Moorpark Street
17. Coldwater Canyon Avenue and US 101 northbound ramps
18. Coldwater Canyon Avenue and US 101 southbound ramps
19. Colfax Avenue and Moorpark Street
20. Colfax Avenue and Riverside Drive
21. Forman Avenue and Riverside Drive
22. Highland Avenue and Camrose Drive
23. Highland Avenue and Fountain Avenue
24. Highland Avenue and Odin Street
25. La Brea Avenue & Sunset Boulevard
26. Lankershim Boulevard and Cahuenga Boulevard
27. Lankershim Boulevard and Magnolia Boulevard
28. Lankershim Boulevard and Main Street
29. Lankershim Boulevard and Moorpark Street
30. Lankershim Boulevard and Riverside Drive
31. Lankershim Boulevard and Valleyheart Drive/James Stewart Avenue
32. Lankershim Boulevard and Whipple Street
33. Laurel Canyon Boulevard and Hollywood Boulevard
34. Laurel Canyon Boulevard and US 101 northbound ramps
35. Laurel Canyon Boulevard and US 101 southbound ramps
36. Ledge Avenue/Moorpark Way and Riverside Drive
37. Memorial Drive and Forest Lawn Drive
38. Mulholland Drive and Cahuenga Boulevard
39. Oakshire Drive & Cahuenga Boulevard
40. SR 170 northbound ramps and Magnolia Boulevard
41. SR 170 southbound ramps and Magnolia Boulevard

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42. Tujunga Avenue and Riverside Drive/Camarillo Street
43. Universal Center Drive/Universal Studios Boulevard and Buddy Holly Drive
44. Vine Street and Franklin Avenue/US 101 southbound off-ramp
45. Vineland Avenue and Burbank Boulevard
46. Vineland Avenue/Lankershim Boulevard and Camarillo Street
47. Vineland Avenue and Riverside Drive
48. Vineland Avenue and US 101 northbound off-ramp
49. Vineland Avenue and Whipple Street

The applicant shall also fund the installation of CCTV cameras at the following intersections:

1. Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive
2. Cahuenga Boulevard & Sunset Boulevard
3. Coldwater Canyon Avenue & US 101 northbound ramps
4. Coldwater Canyon Avenue & US 101 southbound ramps
5. Highland Avenue & Santa Monica Boulevard
6. Lankershim Boulevard & Cahuenga Boulevard
7. Laurel Canyon Boulevard & US 101 northbound ramps
8. Laurel Canyon Boulevard & US 101 southbound ramps
9. SR 170 southbound ramps & Magnolia Boulevard
10. Tujunga Avenue & Riverside Drive/Camarillo Street

ATTACHMENT H

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

LADOT Neighborhood Traffic Management Process

This appendix sets forth the Los Angeles Department of Transportation's (LADOT) process for implementation of Neighborhood Traffic Management Plan(s) for the Project.

ELIGIBLE NEIGHBORHOODS

After implementation of the Project's proposed Transportation Demand Management (TDM) program and traffic mitigation measures, the following five neighborhoods have the potential to experience neighborhood intrusion traffic:

- a. Neighborhood A – Riverside Drive to the north, Cartwright Avenue to the east, Landale Street/Woodbridge Street to the south, and Vineland Avenue/Lankershim Boulevard to the west
- b. Neighborhood B – Kling Street to the north, Lankershim Boulevard to the east, the SR 134 freeway to the south, and Vineland Avenue to the west
- c. Neighborhood C – Sarah Street to the north, Ledge Avenue/Placidia Avenue to the east, Valley Spring Lane/Moorpark Street to the south, and Cahuenga Boulevard to the west

TRAFFIC CALMING MEASURES

The following are traffic calming measures that may be included in Neighborhood Traffic Management Plan(s) for the Project.

Non-restrictive Control Measures

Non-restrictive control measures are intended to reduce traffic speeds on local streets and/or make the neighborhood streets less inviting for through traffic. Non-restrictive traffic calming measures may include, but are not limited to, traffic circles, speed humps, roadway narrowing effects (raised medians, traffic chokers, etc.), landscaping features, roadway striping changes (adding bike lanes or parking striping to reduce the perceived width of the roadway), and stop sign pattern.

Non-restrictive Improvements

Non-restrictive improvements include neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN(S) BUDGET

Based on its experience implementing Transportation Management Plans, LADOT has determined that a budget of up to \$300,000 is appropriate for the development of Neighborhood Transportation Management Plan(s) for the eligible neighborhoods identified above. The Applicant or its successor shall guarantee the budget in a form reasonably satisfactory to LADOT. The \$300,000 budget is allocated among the three neighborhoods (based on the number of residential street blocks in each neighborhood) as follows:

Neighborhood A – \$69,000

Neighborhood B – \$21,000

Neighborhood C – \$210,000

Consultant time to develop the plans shall be paid by the Applicant or its successors and shall not be counted against the \$300,000 budget, but data collection and mailing costs shall be included in the budget as shall the costs associated with the design of any changes approved by the neighborhood.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN PROCESS

Each Neighborhood Transportation Management Plan process shall include three workshops that shall take place over a maximum four-month time period. Each workshop shall be rescheduled a maximum of one time if a quorum of the Committee (described below) is not present in person or by proxy. Failure to deliver a quorum for two consecutive meetings duly called and approved by the Committee shall constitute a declaration of non-interest in the process and the process shall cease, and all unused funds allocated to that neighborhood shall be returned to the Applicant or its successors.

- a. Data Collection – Based on the schedule in the final subphasing mitigation program for the Project, the transportation consultant for the Applicant or its successors shall collect and submit to LADOT appropriate traffic data (average daily trips, speed data, intersection turning movement counts, roadway characteristics, etc.) for each of the neighborhoods.
- b. Kick-Off Neighborhood Workshops – Based on the schedule in the final Project subphasing mitigation program, the transportation consultant for the Applicant or its successors shall hold a “Kick-off Workshop” meeting with the residents for each of the neighborhoods. Working with the Council Office, residents in the boundaries of the neighborhood will be invited to participate in the workshops. At the Kick-off Workshop, each neighborhood shall select a Committee of seven members by a consensus of the neighbors present at the meeting. If less than seven members of the neighborhood attend the Kick-off Workshop, the meeting will be rescheduled. If less than seven members attend the rescheduled Kick-off Workshop, that shall constitute a declaration of non-interest in the process and the process shall cease and all funds allocated to that neighborhood shall be returned to the Applicant.

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A majority of the Committee members must be present at each of the workshops for the Neighborhood Transportation Management Plan. The Agenda for the “Kick-off Workshop” shall include the following:

- i. Identify the process to be used to develop the Neighborhood Traffic Management Plan
 - ii. Identify the non-restrictive control measures and non-restrictive improvement choices for the neighborhood
 - iii. Discuss the existing and anticipated traffic issues in the neighborhood
 - iv. Match the types of improvements with the types of problems that each measure addresses
 - v. Identify the types of improvements that the neighbors are likely to support
- c. Draft Plan – Based on the data and input from the Kick-off Workshop, the transportation consultant for the Applicant or its successors shall develop a draft plan to implement for the neighborhood. The transportation consultant for the Applicant shall review the proposed measures with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.
- d. Neighborhood Workshop 2 – Upon completion of a draft plan, Neighborhood Workshop 2 shall be held to get reaction to the draft plan and suggestions for modifications to the plan from the residents.
- e. Revised Plan – Based on input obtained during Neighborhood Workshop 2, the transportation consultant for the Applicant or its successors shall revise the draft plan for the neighborhood. The transportation consultant for the Applicant shall review the revised plan with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.
- f. Neighborhood Workshop 3 – Upon completion of the revised plan, Neighborhood Workshop 3 shall be held to finalize the plan. The plan shall be finalized based on the consensus of the residents present at Neighborhood Workshop 3.

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- g. Information Brochure – The transportation consultant for the Applicant or its successors shall prepare an information brochure that summarizes the final plan approved in Neighborhood Workshop 3 and a process for the neighborhood to approve or reject the plan. LADOT shall cause the information brochure to be mailed to all households in the neighborhood at issue.
- h. Approval/Rejection of the Plan – If a majority of the households in the neighborhood approve of the plan, the Applicant or its successors shall implement the traffic management plan on a temporary basis based on the schedule in the final Project subphasing mitigation program. If a majority of the households do not approve of the plan, the measures in the plan shall not be implemented, the process shall be declared over and all remaining funds for that neighborhood shall be returned to the Applicant or its successors.
- i. Approval on Final Plan – If step h.) above resulted in the approval of the plan and temporary measures were implemented, six months after the implementation of the temporary measures, LADOT shall cause a second survey of the households in the neighborhood at issue to determine the level of interest in making the temporary traffic measures in the plan permanent. If a majority of the households in the neighborhood approve of permanent implementation of the measures, the traffic measures shall be made permanent. If a majority of the households do not approve of the traffic measures, the measures shall be removed.

Upon completion of steps a.) through i.) above, the Applicant's or its successors' responsibility for the Neighborhood Traffic Management Plan shall be deemed complete and any remaining funds allocated for that neighborhood shall be returned to the Applicant.

ATTACHMENT B

ATTACHMENT I

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

TRANSPORTATION IMPROVEMENT PHASING PLAN (Accelerated)

ATTACHMENT I

PHASE 1 (2010 - 2015) PHASE 2 (2016 - 2020) PHASE 3 (2021 - 2025) PHASE 4 (2026 - 2030) -- ALTERNATE PROPOSAL FOR ACCELERATED IMPLEMENTATION

Development/Mitigation	Mitigation Monitoring Program Reference	P.M. Peak Hour Trips Trigger				Jurisdiction/Agency
		Phase 1 (2010 - 2015)	Phase 2 (2016 - 2020)	Phase 3 (2021 - 2025)	Phase 4 (2026 - 2030)	
Land Use - Net New Development [a], [b]						
Studio/Business Areas West and Back Lot (Lankershim) (Zone A)		164	564	758	1,028	
Entertainment Area (Zone B)		(142)	113	458	808	
Studio/Business Areas East (Lakeside) (Zone C)		40	163	292	361	
Studio/Business West/Back Lot and Entertainment Areas (Zones A & B)		22	677	1,216	1,836	
Entertainment & Studio/Business Areas East (Zones B & C)		(102)	276	750	1,169	
Studio/Business Areas East and West/Back Lot (Zones A & C)		204	727	1,050	1,389	
Studio/Business Areas West/Back Lot, Entertainment, & Studio/Business East (Zones A, B, & C)		62	840	1,508	2,197	
Mitigation/Improvement [c], [d], [e], [f], [g]						
<u>Buddy Holly Drive Improvements</u>	MM B-19	Zone B				City of Los Angeles/County of Los Angeles
<u>Lakeside Plaza Drive Roadway Improvements</u>	MM B-20			Zone C		City of Los Angeles
<u>Universal Hollywood Drive Roadway Improvements</u>	Des Feat B-7	Zone B	Zone B			City of Los Angeles/County of Los Angeles
<u>TDM - TMA, TIC, Transit Passes, Flex Cars, GRH, etc.</u>	Des Feat B-1	Zones A, B, & C	Zones A, B, & C	Zones A, B, & C	Zones A, B, & C	City of Los Angeles/County of Los Angeles
<u>US 101 Southbound On-Ramp at Universal Studios Boulevard</u>	MM B-3	Zone B	Zone B			City of Los Angeles/Caltrans
<u>US 101 Interchange Improvements at Universal Terrace Parkway</u>	MM B-4			Zones A & B		City of Los Angeles/Caltrans
<u>Barham Boulevard Corridor Improvements</u>						City of Los Angeles
Add Third Southbound Lane from Forest Lawn to Buddy Holly	Physical	MM B-5	Zone B			
Int. 52 - Barham Boulevard & De Witt Drive	Physical	MM B-5	Zone B			City of Los Angeles
Int. 53 - Barham Boulevard & Lake Hollywood Drive	Physical	MM B-5	Zone B			City of Los Angeles
Int. 54 - Barham Boulevard & Coyote Canyon Road	Physical	MM B-5	Zone B			City of Los Angeles
Int. 55 - Barham Boulevard & Lakeside Plaza Drive & Forest Lawn Drive	Physical	MM B-20	Zone C			City of Los Angeles
	Signal	MM B-20	Zone C			
<u>Lankershim Boulevard Corridor Improvements</u>						
Int. 34 - Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	Physical	MM B-6	Zones A & B			City of Los Angeles/County of Los Angeles
Int. 35 - Lankershim Boulevard & Main Street	Physical	MM B-6	Zones A & B			City of Los Angeles/County of Los Angeles
	Signal	MM B-6	Zones A & B			City of Los Angeles/County of Los Angeles
Int. 36 - Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	Physical	MM B-6	Zones A & B			City of Los Angeles/County of Los Angeles
	Signal	MM B-6	Zones A & B			City of Los Angeles/County of Los Angeles
Int. 37 - Lankershim Boulevard & US 101 NB Off-Ramp	Physical	LADOT Assess Letter		Zones A & B		City of Los Angeles/Caltrans
Int. 72 - Lankershim Boulevard & Muddy Waters Drive	Signal	MM B-6	Zones A & B			City of Los Angeles/County of Los Angeles

Notes:

[a] The Project development sub-phasing plan is approximate and may be subject to revisions.

[b] P.M. peak hour trip generation for each sub-phase would determine the specific transportation improvements implemented. P.M. peak hour trip generation to be estimated as sub phases develop using the following factors:

Production Support = 0.57 per ksf, Sound Stages = 0.43 per ksf, Office = 1.28 per ksf, Studio Office = 0.63 per ksf, Warehouse = 0.35 per ksf, Entertainment/New Amphitheater = 0.93 per ksf, Entertainment Retail = 0.89 per ksf, Existing Amphitheater = Residential Apartments = 0.62 per DU, Neighborhood Retail = 1.73 per ksf, and Community Amenities = 1.42 per ksf.

[c] The sub-phasing plan may be revised, where appropriate and as determined by LADOT: (1) upon demonstration that measures for each sub-phase in the revised sub-phasing plan are equivalent or superior to the original mitigation measures, and/or (2) upon Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

[d] Prior to the issuance of any building permit for each sub-phase, all on- and off-site mitigation measures for the sub-phase shall be complete or suitably guaranteed to the satisfaction of LADOT.

[e] Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case, the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

[f] Substitute mitigation measures may be provided subject to the approval by the agency with jurisdiction over the location of the improvement, upon demonstration that the substitute mitigation measure is equivalent or superior to the original mitigation

[g] Prior to the issuance of any temporary or permanent Certificate of Occupancy in the final sub-phase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

ATTACHMENT B

ATTACHMENT I (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

TRANSPORTATION IMPROVEMENT PHASING PLAN (Accelerated)

ATTACHMENT I (continued)

PHASE 1 (2010 - 2015) PHASE 2 (2016 - 2020) PHASE 3 (2021 - 2025) PHASE 4 (2026 - 2030) -- ALTERNATE PROPOSAL FOR ACCELERATED IMPLEMENTATION

Development/Mitigation			P.M. Peak Hour Trips Trigger				Jurisdiction/Agency
			Phase 1 (2010 - 2015)	Phase 2 (2016 - 2020)	Phase 3 (2021 - 2025)	Phase 4 (2026 - 2030)	
Land Use - Net New Development [a], [b]							
Studio/Business Areas West and Back Lot (Lankershim) (Zone A)			164	564	758	1,028	
Entertainment Area (Zone B)			(142)	113	458	808	
Studio/Business Areas East (Lakeside) (Zone C)			40	163	292	361	
Studio/Business West/Back Lot and Entertainment Areas (Zones A & B)			22	677	1,216	1,836	
Entertainment & Studio/Business Areas East (Zones B & C)			(102)	276	750	1,169	
Studio/Business Areas East and West/Back Lot (Zones A & C)			204	727	1,050	1,389	
Studio/Business Areas West/Back Lot, Entertainment, & Studio/Business East (Zones A, B, & C)			62	840	1,508	2,197	
Mitigation/Improvement (continued) [c], [d], [e], [f], [g]							
<u>Forest Lawn Drive Corridor Improvements</u>				Zone C			
Int. 59 - Forest Lawn Drive & Zoo Drive	Physical	MM B-7		Zone C			City of Los Angeles
Int. 60 - Forest Lawn Drive & SR 134 EB Ramps	Physical	MM B-7		Zone C			City of Los Angeles/Caltrans
Int. 61 - Forest Lawn Drive & SR 134 WB Ramps	Signal	MM B-7		Zone C			City of Los Angeles/Caltrans
Forest Lawn Westbound Off-Ramp Widening	Physical	MM B-7		Zone C			
<u>Transit System Improvements</u>							
Regional Bus Transit			MM B-1	Zones A & B			City of Los Angeles/Metro
Local Shuttle - Lakeside Plaza Drive to Universal City Metro Red Line station			MM B-2		Zone C	Zone C	City of Los Angeles/Metro
Local Shuttle - Red Line Station to Downtown Burbank Metrolink station			MM B-2	Zones A & C			City of Los Angeles/City of Burbank/Metro
Local Shuttle - Universal Hollywood Drive/Lankershim to Theme Park/City Walk			MM B-2	Zone B			City of Los Angeles/Metro
Bus Enhancements (Next Bus, Lo Emmission, Bus Call, Shelters)			MM B-2				
<u>Hollywood Event Management Infrastructure</u>			Des Feat B-8	Zones A, B, & C			City of Los Angeles
<u>Traffic Flow and Safety Program: Left-turn Signals</u>			LADOT Assess Letter	Zones A & B			City of Los Angeles
<u>City of Los Angeles System-wide Signal System Upgrade</u>			LADOT Assess Letter	Zones A, B, & C			City of Los Angeles
<u>Specific Intersection Improvements</u>							
Int. 11 - Vineland Avenue & Moorpark Street	Physical	MM B-8		Zones A & B			City of Los Angeles
Int. 15 - SR 134 EB On-Ramp & Riverside Drive	Physical	MM B-22		Zones A & B			City of Los Angeles/Caltrans
	Signal	MM B-22		Zones A & B			City of Los Angeles/Caltrans
Int. 19 - Lankershim Boulevard & Riverside Drive	Physical	MM B-9	Zones A & B				City of Los Angeles
Int. 20 - Lankershim Boulevard & Moorpark Street	Physical	MM B-10	Zones A & B				City of Los Angeles
Int. 28 - Cahuenga Boulevard & Ventura Freeway eastbound ramps	Physical	MM B-23		Zones A, B, & C			
	Signal	MM B-23		Zones A, B, & C			
Int. 29 - Cahuenga Boulevard & Riverside Drive	Physical	MM B-12		Zones A & B			City of Los Angeles
Int. 32 - Cahuenga Boulevard & Valley Spring Lane	Signal	MM B-15		Zones A & B			City of Los Angeles
Int. 40 - Ledge Avenue/Moorpark Way & Riverside Drive	Physical	LADOT Assess Letter		Zones A & C			City of Los Angeles
	Signal	LADOT Assess Letter		Zones A & C			City of Los Angeles

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[c] The sub-phasing plan may be revised, where appropriate and as determined by LADOT: (1) upon demonstration that measures for each sub-phase in the revised sub-phasing plan are equivalent or superior to the original mitigation measures, and/or (2) upon

Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

[d] Prior to the issuance of any building permit for each sub-phase, all on- and off-site mitigation measures for the sub-phase shall be complete or suitably guaranteed to the satisfaction of LADOT.

[e] Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case, the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

[f] Substitute mitigation measures may be provided subject to the approval by the agency with jurisdiction over the location of the improvement, upon demonstration that the substitute mitigation measure is equivalent or superior to the original mitigation

[g] Prior to the issuance of any temporary or permanent Certificate of Occupancy in the final sub-phase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

ATTACHMENT B

ATTACHMENT I (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

TRANSPORTATION IMPROVEMENT PHASING PLAN (Accelerated)

ATTACHMENT I (continued)

ATTACHMENT I (continued) PHASE -- ALTERNATE PROPOSAL FOR ACCELERATED IMPLEMENTATION

Development/Mitigation			P.M. Peak Hour Trips Trigger				Jurisdiction/Agency
			Phase 1 (2010 - 2015)	Phase 2 (2016 - 2020)	Phase 3 (2021 - 2025)	Phase 4 (2026 - 2030)	
Land Use - Net New Development [a], [b]							
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Mitigation/Improvement (continued) [c], [d], [e], [f], [g]							
Specific Intersection Improvements (continued)							
Int. 47 - Barham Boulevard & Cahuenga Boulevard	Physical	Des Feat B-9 MM B-18		Zones B & C			City of Los Angeles
Int. 48 - Barham Boulevard Buddy & Holly Drive/Cahuenga Boulevard	Physical	MM B-19	Zones B & C				City of Los Angeles
Int. 75 - Pass Avenue & Verdugo Lane	Signal	MM B-27		Zones A, B, & C			City of Burbank
Int. 77 - Evergreen Street/Riverside Drive & Alameda Avenue	Physical	MM B-29		Zones A, B, & C			City of Burbank
	Signal	MM B-29		Zones A, B, & C			
Int. 78 - Pass Avenue & SR 134 EB Off-Ramp	Signal	MM B-30		Zone C			City of Burbank/Caltrans
Int. 79 - Pass Avenue & Alameda Avenue	Physical	MM B-31			Zones A, B, & C		City of Burbank
	Signal	MM B-31			Zones A, B, & C		City of Burbank
Int. 81 - Olive Avenue & Pass Avenue	Physical	LADOT Assess Letter		Zones B & C			City of Burbank
	Signal	MM B-33		Zones B & C			City of Burbank
Int. 82 - Olive Avenue & Warner Brothers Studios Gate 2/Gate 3	Signal	MM B-34		Zones B & C			City of Burbank
Int. 83 - Olive Avenue & Warner Brothers Studios Gate 1/Lakeside Drive	Physical	MM B-35		Zones B & C			City of Burbank
Int. 162 - Cahuenga Boulevard & US 101 SB Ramps	Signal	MM B-26	Zones A, B, & C				City of Los Angeles/Caltrans
Burbank Signal Improvements							
Signal Equipment		MM B-28, 36-39, 41	Zones A, B, & C				City of Burbank
Signal Timing Plan		MM B-40	Zones A, B, & C				City of Burbank
ATCS		MM B-40	Zones A, B, & C	Zones A, B, & C			City of Burbank
Freeway PSR, PR/ED, PS&E							
US 101/SR 170/SR 134 Interchange		MM B-47	Zones A, B, & C	Zones A, B, & C			Caltrans
US 101/Highland Interchange		MM B-47			Zones A, B, & C	Zones A, B, & C	Caltrans
US 101 Auxiliary Lanes		MM B-47		Zones A, B, & C	Zones A, B, & C	Zones A, B, & C	Caltrans
Caltrans Ramp Fair Share Contributions		MM B-46		Zones A, B, & C	Zones A, B, & C		
Construction Management		MM B-43-44	Zones A, B, & C	Zones A, B, & C	Zones A, B, & C	Zones A, B, & C	
Los Angeles Neighborhood Protection Program		MM B-45	Zones A, B, & C	Zones A, B, & C	Zones A, B, & C		City of Los Angeles

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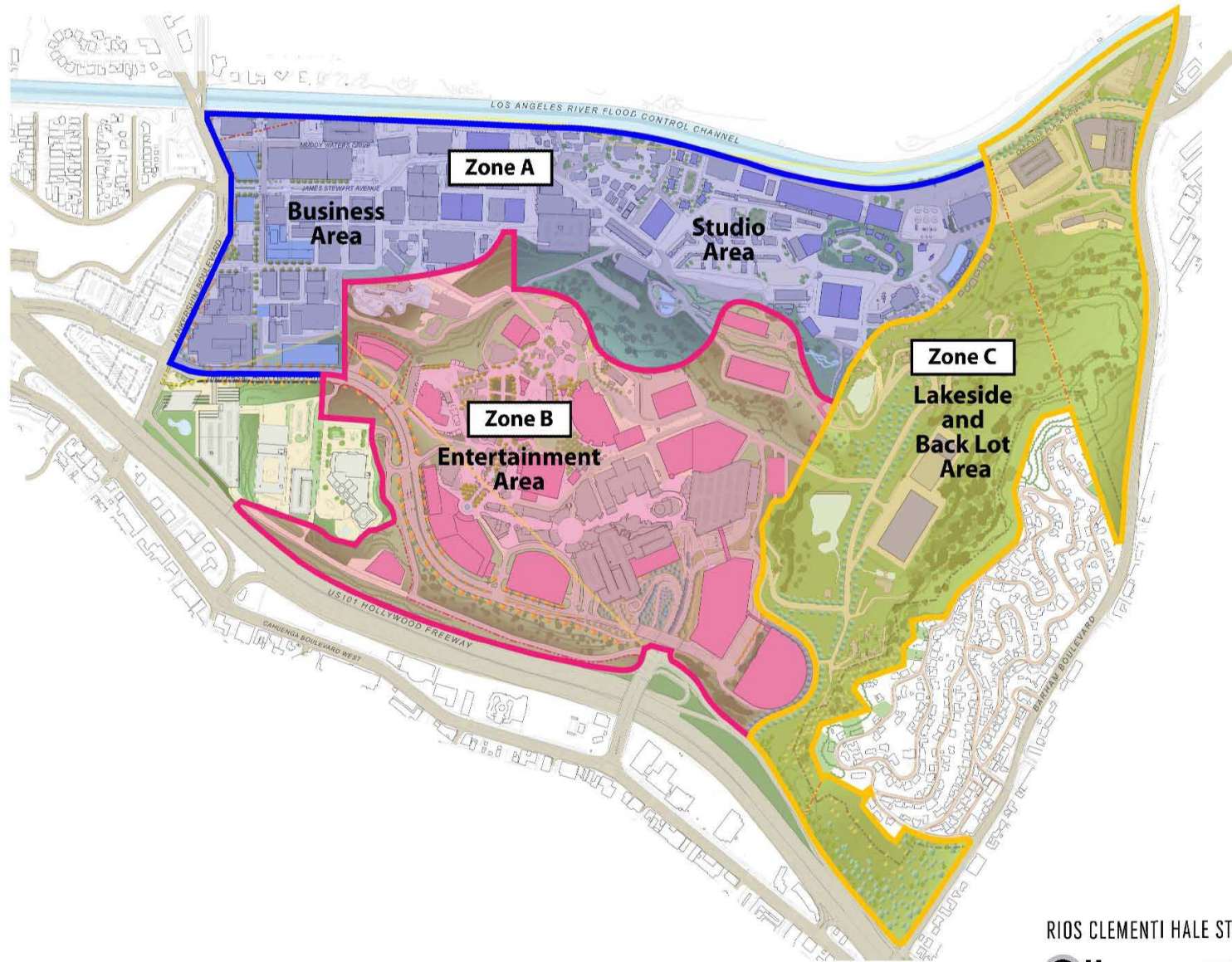
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ATTACHMENT B



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RIOS CLEMENTI HALE STUDIOS

Gibson
transportation consulting, inc.

RAJU Associates, Inc.

ATTACHMENT I TRANSPORTATION IMPROVEMENT PHASING PLAN (ZONE GROUPS)

